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No 27,506

HONG KONG, THURSDAY, JUNE 5, 1930.

PRICE \$3.00 Per Month.

"I REMEMBER NO  
MORE."

GRAPHIC STATEMENT IN  
TANDA TRAGEDY.  
"MISSING MONEY."

"When I woke up, my money was missing. I went to the Chinese passenger cook's cabin, taking with me the knife and the chopper. When I got there I found him lying down on the bunk. He was awake. He put his right hand behind him, and I thought he was looking for a pistol. I swung my knife, and my arm struck the electric light, which went out. I heard the man cry out. I remember no more."

This formed part of a dramatic statement made by Yorichi Hori, alias Yamada, who was charged before Mr. Justice J. R. Wood at a Special Assize this morning with the murder of Fung Shau-sen, a Chinese passenger cook, aboard the s.s. Tanda, on the high seas, early in the morning of May 5. The statement was made after the Japanese had been handed over to the Hong Kong Police by the ship's captain, on arrival here.

"I asked for My Money." In a later statement accused added: "I asked the cook for my money. He said: 'Never.' He then put his hand behind him, and I felt something come on my right eye. I swung my right arm, which hit the light. I remember no more."

At to-day's proceedings a plea of "Not Guilty" was entered.

Dead of Night.

Mr. H. Somerset Fitzroy, in opening the case for the Crown, briefly described the position of the cabin in which the tragedy is alleged to have occurred. The vessel at the time was en route from Thursday Island to Sandakan, and accused had joined her at Townsville.

At about 2.40 a.m. the second officer, who was on watch, heard a commotion down below. He went down to investigate, and when he arrived on the scene he found the prisoner being held by two or more Chinese. The accused's clothes were covered in blood (at this point Counsel produced the articles of clothing).

A Welter of Blows.

The officer examined the man and found that he was unharmed. He left him in charge of the Chinese, and proceeded into the cabin where the Chinese passenger cook slept. The place was a welter of blood, and the knife and chopper were both found, bearing bloodstains. Fung Sau-shan was lying on the bunk, and was obviously very badly wounded.

The ship's surgeon, when he arrived, discovered several wounds, the most serious one, and the eventual cause of death, being from the back of the right ear to the midline of the front of the neck, the arteries and blood vessels being severed. In point of fact, the man's head was practically cut off. He died very shortly afterward.

Ghastly Sight.

Continuing, Counsel said that two assistant cooks were sleeping near by, one of whom would tell the Court that he was awakened by a noise in the dead man's cabin.

He got up to investigate, and by the light from an adjacent cabin he saw the accused standing on a stool by the side of where the man lay on his bunk. The alarm was given, and accused was seized.

Mr. Fitzroy pointed out to the jury that the prisoner was actually discovered in the victim's cabin. His clothing was covered with blood, and the knife and chopper found on the scene also bore blood marks. Evidence would show that both were the property of the prisoner, who had been seen taking them out and putting them back in a box some days before the tragedy. It was important to note that prisoner was unharmed when he was seized.

Wanted to Kill Himself.

He was taken away to the ship's galley. He said that the Chinese cook was "a bad man," and expressed a wish to kill himself. Later he was handed over to the Hong Kong Police, on arrival here.

Counsel then proceeded to read translations of statements made by the accused, adding that the translator would also be called as to their accuracy.

A Gambling Dispute.

In the first statement accused mentioned certain matters that

CLASH WITH  
THE POPE

VATICAN TRIES TO  
RULE THE ROOST.

MALTA FRICTION.  
INTERFERENCE IN  
OUR AFFAIRS.

Rugby, Yesterday.

Correspondence between the British Government and the Holy See extending over the last 15 months relative to the politico-religious controversy in Malta is laid before Parliament in a White Paper nearly 100 pages long. Mr. H. G. Chilton, British Minister to the Holy See, in a Note dated March 1, 1929, refers to the popular indignation aroused in Malta by the condemnation of the priest Father Micale, a British subject, to leave British territory at the command of Archbishop Carta, who is a foreigner. The Note expressed the view that the tense participation of Maltese priests in local politics lay at the root of the trouble and that the British Government without wishing to intervene in that particular case, which appeared extremely autocratic, suggested independent investigation of the spot by the Holy See. The Archbishop of Tyana, Monsignor Robinson, thereupon visited Malta as apostolic delegate, and it was understood that after investigation he felt that the differences between the Government and the ecclesiastical authorities in Malta could best be dealt with by a definite concordat.

On July 2 Cardinal Gasparri wrote to Mr. Chilton informing his that Lord Strickland, Premier of Malta, was persona non grata to the Holy See, enclosing a copy of a letter addressed to the Archbishop of Malta and the Bishop of Gozo and a memorandum containing allegations regarding the conduct of Maltese affairs by Lord Strickland. The statement thereafter handed to Cardinal Gasparri by Mr. Chilton on August 7 complained that the Holy See had in the meantime broken off negotiations for the concordat without warning or explanation, had declared to be persona non grata the head of responsible government in the British colony, had issued instructions to the Maltese episcopal authorities inviting them to resist the Maltese Government, and had accused the Maltese Ministry of civil tyranny and religious persecution.

Provocative Utterances. It was further complained that the Vatican had prejudiced by such action the very questions which the apostolic delegate had at the British Government's request been to Malta (Continued on Page 7.)

affair. He said: When I left Townsville I had with me \$54. After the ship left I gambled and I won about £140. On the Saturday I lost £70, and on Sunday I lost again. Altogether I had left about £15. I decided not to play any more, and I put the money in my belt and tied it round my waist.

"On the Sunday morning the Chinese passenger cook asked me to give him \$10. I thought he was joking. That night about 7 o'clock he approached me again. He had a pistol which he pointed at me, asking for money. He asked for £50. At that moment some Chinese passengers came along. He put the pistol behind his back, and said that I must obey his demands, as he had "many friends" on the ship."

A FATAL DELAY.

"About nine o'clock I went to lie down. At 11.30 the passenger cook came up and walked up and down looking at me. I became afraid. Later some Chinese passengers came up. I heard the 1 o'clock bell strike, and then I remembered no more." "When I woke up I felt numb and weak. I then found that my money was missing."

"(Here followed the dramatic statement already quoted as to going to the Chinese passenger cook's cabin.) Before the Japanese translator was called Mr. Leo d'Almeida Jun, who appeared for the defence, submitted that it was rather necessary to view the same. His Lordship intimated that he would consider the matter.

Counsel then proceeded to read translations of statements made by the accused, adding that the translator would also be called as to their accuracy.

A Gambling Dispute.

In the first statement accused mentioned certain matters that

WHAT IS BRACKISH  
WATER?

COUNSELLS DISAGREE IN HOTEL  
CASE.

MORE DISCLOSURES.

The commercial definition of "brackish water" was given by Mr. Hacker, refrigeration engineering expert of Messrs. Andersen, Meyer & Co., Ltd., this morning at the Supreme Court, before Sir Joseph H. Kemp, K.C., Chief Justice when the case against the Hong Kong and Shanghai Hotels, Limited, was continued.

Mr. Hacker said that by brackish water, it meant that the water was bad to the taste, and people would drink it only under necessity. Such was the well water at the Peninsula Hotel, and this information was given to him by Mr. Brerley, the Hotel's engineer.

The claim instituted by Messrs. Andersen, Meyer & Company against the Hong Kong and Shanghai Hotel is in connection with the Ice Cream Hardening Room and other creamery machinery installed at the Peninsula Hotel and also for a refrigerating plant installed at the Hong Kong Hotel. The amount of the claim is \$25,385.20. Defendants are counter-claiming for alleged damages suffered as a result of the alleged unsatisfactory working

STOP PRESS

Lahore, Yesterday.

Their faces and white eyes bulging looked as though they might use violence at any moment," declared Lieutenant A. F. B. Powell at the Court Martial on the Garhwal Riflemen, in describing the appearance of the members of one of the platoons charged with mutiny. Jemadar Luthising described how the Garhwalis were kept over an hour and a quarter facing a mob of several thousands and subjected to volleys of stones and axe blows. Next day four of the platoons were ordered to go to Peshawar.

The men of number one platoon sat on the ground and refused to move.—Reuter.

Shanghai, To-day.

A report from Chongsha says that the Nationalist Government officials and troops evacuated northward and eastward yesterday. All the shops are closed. There is a small amount of pillaging, otherwise the position is quiet and very tense. The Ironsides and their Kwangtung allies have not yet entered the city.

The vital necessity of dealing with the very serious situation in Hunan, coupled with Japanese reports of the Northerners exercising very heavy pressure on North Shantung predicates that the Nationalist Government will shortly be compelled to shorten the Northern battle front, probably evacuating

(Continued on Page 6.)

of the plants. The counter-claims total over \$200,000.

Mr. H. G. Sheldon, instructed by Messrs. Johnston, Stokes and Master, is appearing for the plaintiffs, whilst the case for the defence is being conducted by Messrs. Eldon Potter, K.C., and F. C. Jenkins, both of whom are instructed by Messrs. Deacons.

Tragedy.

"A Chinese married woman named To Yan (25), living on the first floor of 78, Des Voeux Road Central, died at her home at 5 p.m. yesterday from opium poisoning, it being alleged that she had committed suicide.

According to a police report when the woman was found unconscious in bed, a Chinese medical practitioner was summoned by the other inmates. As soon as he saw the woman, who was then still alive, he advised that she be immediately removed to the Government Civil Hospital.

When the Police were informed by letter, delivered by a servant, instead of by telephone, and by the time they arrived at the house with the ambulance the woman was already dead.

(Continued on Page 6.)

ULL IN CIVIL WAR.

Nationalists Capture  
Strategic Points.

REBELS' HEAVY LOSSES.

Canton, Yesterday. As there was a lull at the Lung-Hai front, Marshal Chiang Kai-shek gave instructions to General Ho Ching-chun to take the offensive on the Ping-Han line. Upon receipt of the Generalissimo's instructions, General Ho and other divisional commanders proceeded to the front and personally directed the operations. The National forces succeeded in capturing Eight Li Bridge, Suki, and Monk Bridge. The Kuomintang under General Chiang Hsing-chang made several attempts to re-capture these strategic points, but were badly defeated in the various encounters, suffering losses in men and munition.

Orders to Rebels.

Peking, Tuesday.

Upon his arrival at Chuang-chow, Yen Hsia-shan summoned on June 1 a military conference, attended by various divisional commanders, in which the following decisions were reached:

1. That one division of infantry and 6,000 cavalry troops be stationed at Chahar and Sui-yuan provinces for the prevention of bandit invasion from the Jehol area.

2. That two infantry divisions, an artillery and cavalry contingent be posted at Taiyuan.

3. That sufficient troops be maintained at Peking and Tientsin for garrison purposes.

4. That three divisions be drafted to defend the Lung-Hai front, whilst another three divisions are to take the offensive on the Tsing-Pu line, which must be effected within a week.

Yen Hsia-shan left Chuang-chow on June 2 for Shihchiachuang.

The representatives of various factions who waited at Shihchiachuang for Yen suggested that a Political Council be formed from existing members representing the Party, the Political and Military factions, and that the formal Government be organised from the Political Council.

Balance of Power.

Shanghai, Tuesday.

Chau Lu, leader of the Western Hill Clique, expressing his idea relative to election of committee members, strongly objected to the suggestion of Chen Kung-pou, leader of the Reorganisationists, for more seats in the Executive Committee being given to members of the Second Plenary Session. He also opposed the reduction of the number of seats allotted by himself to members to be elected by Yen and Feng. Chau believed that the original number of nine members to be elected by Yen and Feng, and nine each by the Western Hill Clique and the Reorganisationists as suggested by himself should remain unchanged; and that any effort to diminish the number of seats of one faction for the benefit of another, which might jeopardise the balance of power, should be discouraged.

(Continued on Page 6.)

CHINA PIRACY.

Protection of British  
Shipping.

London, Yesterday.

Apropos of the protection of British shipping against piracy in China's waters, Mr. Arthur Henderson at question time in the House of Commons announced that agreement had been reached with the shipping companies regarding the extended police guard organisation, which, it was hoped, would replace the present military guard system, beginning in July.

Reuter.

ALLEGED KIDNAPPING.

A Chinese was to-day formally charged before Mr. A. W. G. H. Grantham, with kidnapping an eight-year-old boy.

He pleaded "not guilty," claiming that he was the husband of the boy's mother, but not his father.

Mr. T. Murphy, A.S.P., who prosecuted, told the Magistrate that the accused was arrested outside the Colony. He wanted to be tried for the hearing of the case.

It was stated by Sergeant Slater that the defendant pulled the branches with leaves off this special tree to feed their goats, and that the second man was actually seen climbing the tree.

Reuter.

LEAVES FOR GOATS.

Two Indians of the 13th Mule Corps, Whiffen Barracks, Corporal Naval Khan and Fooner Bulla, were fined \$25 each at the Kowloon Magistracy this morning for damaging a tree on the Ma Tau Wei Road. Fooner Bulla was further cautioned on a charge of offering a bribe of \$1 to a Chinese policeman when arrested.

It was stated by Sergeant Slater that the defendant pulled the branches with leaves off this special tree to feed their goats, and that the second man was actually seen climbing the tree.

Reuter.

CHINESE BANK'S LOSS.

A warrant has been issued by the Police for the arrest of a Chinese described as a servant of the Yu Cheung Chinese Bank, of 50, Des Voeux Road Central, who is alleged to have absconded with \$3,000.

Reuter.

CHINESE BANKS CLOSE  
DOWN.

HARD HIT BY CURRENCY  
CRISIS.

CLANSMEN'S LOSSES.

A report is current that two very old Chinese bankers in the Colony have had to close business. The capital of each is \$1,000,000, and the liabilities of each are now placed at \$2,000,000 to \$3,000,000 or more.

It is stated that the banks in question have been hard hit by the drop in the value of the Shanghai tael. They have been buying Shanghai taels recently in the hope that the dollar would very soon be brought down to parity. The market seems to have gone the other way and the sensational developments in Hong Kong and Shanghai have brought on a crisis.

London, Yesterday.

At Epsom the sun crept out after noon and the mist melted. His Majesty arrived with the Queen, the Prince of Wales, the Duke of York, and the Duke of Gloucester, adding completeness to England's great racing festival.

London, Yesterday.

The Downs were a mass of picnickers, but as the time for the race approached the crowds took up positions and the drums sounded from the bookies and tippers rallying thousands of clients.

The Aga Khan, with his wife,

saw Blenheim win his first

Derby. Silver Flare was fractious

at the start but calmed down.

The horses were despatched

evenly, Diolite breaking the line

first.

Blenheim's Fine Win.

Blenheim came on from Ballyferis, Rustom Pasha, Trews, Parthenon, Silver Flare, Dick Swiveller, Iliad and Tetragem, with Noble Star last.

Before reaching the top of the hill Rustom Pasha raced in front, followed by Diolite, Ballyferis, Trews and Dick Swiveller.





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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TENYO MARU .....	Thursday, 12th June.
TATSUTA MARU .....	Thursday, 19th June.
SEATLLE, VICTORIA via Shanghai & Japan Ports.	
MISHIMA MARU .....	Friday, 20th June.
SIBERIA MARU .....	Saturday, 5th July.
LONDON, MARSEILLES, ANTWERF, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
FUSHIMI MARU .....	Saturday, 14th June at 8 a.m.
HAKOZAKI MARU .....	Saturday, 28th June at 7 a.m.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU .....	Tuesday, 24th June.
MANILA.	
TENYO MARU .....	Friday, 6th June at 4 p.m.
HOMIAY via Singapore, Penang, & Colombo.	
SADO MARU .....	Wednesday, 11th June.
† TOTTORI MARU .....	Friday, 29th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BUKUYO MARU .....	Friday, 29th June.
WAKASA MARU .....	Thursday, 5th June.
NEW YORK, BOSTON via Panama.	
† TATSUNO MARU .....	Wednesday, 25th June.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
† DAKAR MARU (Cais Saigon) .....	Monday, 9th June.
CALCUTTA via Singapore, Penang & Rangoon.	
† HAKODATE MARU .....	Sunday, 8th June.
† MALACCA MARU .....	Sunday, 15th June.
SHANGHAI, KOBE & YOKOHAMA.	
† GENOA MARU .....	Saturday, 7th June.
KITANO MARU .....	Tuesday, 10th June.
† TOYOHASHI MARU .....	Tuesday, 10th June.
† Cargo only.	

For further information apply to—NIPPON YUSEN KAISHA.  
Telephone 30291. (Private exchange to all departments.)

# O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERF—Via Singapore, Colombo, Suez and Port Said.	
ANDES MARU .....	Wednesday, 11th June.
ALTAI MARU .....	Saturday, 12th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
RIO DE JANEIRO MARU .....	Friday, 18th June.
MONTEVIDEO MARU .....	Friday, 18th July.
HOMIAY—Via Singapore & Colombo.	
SUMATRA MARU .....	Thursday, 19th June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU .....	Monday, 7th July.
CALCUTTA—Via Singapore, Penang & Rangoon.	
TACOMA MARU .....	Wednesday, 18th June.
MADRES MARU .....	Wednesday, 2nd July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
AFRICA MARU .....	Friday, 1st July.
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU .....	Friday, 6th June.
HAIPHONG—Via Hoihaw & Pakhol.	
MENADU MARU .....	Thursday, 12th June.
NEW YORK—Via Japan ports & Panama.	
ASIAN PORTS.	
ATLAS MARU .....	Monday, 9th June.
BORNEO MARU .....	Friday, 13th June.
GEELONG—Via Sutow & Amoy.	
CANTON MARU .....	Sunday, 8th June, 3 p.m.
HOZAN MARU .....	Sunday, 15th June, 3 p.m.
TAKAO—Via Sutow & Amoy.	
DELI MARU .....	Thursday, 5th June, Noon.
TAIWAN & KEELUNG.	
BATAVIA MARU .....	Tuesday, 10th June.

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M. TAKUCHI, Manager.  
Tel. 28061.

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## SHIPPING SECTION



### HOW THE STEAMER CONDOR SANK.

#### TRAGEDY WHICH WAS ALL OVER IN 5 MINS.

#### 226 MISSING: 24 SAVED.

Calcutta, April 30. One of the most poignant tragedies that has thrilled Bengal in recent years, the sinking of the river steamer Condor, is described by The Statesman's special correspondent, who went to Goalundo last night.

He says:—

Only 24 of the 250 persons, including women and children, who were on the ill-fated steamer are definitely known to have been saved. There is evidence, that others managed to reach the shore and went to their village homes, but, even so, it is not likely that the death roll will be less than 200.

The Condor turned turtle and sank during the worst of four cyclonic storms that have wrought havoc on the banks of the Padma River in successive days. A violent gust of wind caught the Condor, and, tearing from the bed of the river four anchor chains she had dropped, turned her over completely. She immediately went to the bottom, carrying the majority of her passengers and the crew with her.

A tragic feature of the disaster was its suddenness. Only five minutes elapsed between the outbreak of the storm and the foundering of the steamer.

Officer's Vivid Story.

The Condor, which was one of the larger paddle steamers owned by the Indian General Navigation and Railway Company, left Benani at 3.30 o'clock on Sunday afternoon, most of her passengers being country folk. She was bound for Goalundo from Serajganj.

What followed can best be described in the words of one of her Indian officers, who stated:—

"We were only half a mile from Nagbarari, steaming in mid-river, when I noticed an ominous black cloud approaching from the starboard. The head serang consulted me and we decided to turn the steamer round, head on to the storm, and to drop anchor. The alternative was to make for the shore, which was a mile and a half distant on either side. In view of the rate at which the wind was rising we feared we would be caught broadside on by the storm. Accordingly we slowed round and dropped four anchor chains."

"Furious Gusts of Wind."

"A few minutes later the steamer was being pounded by

furious gusts of scorching hot

wind, which increased in strength

until they reached an intensity

which, in my 30 years' experience as a sailor, I never remember exceeded."

"But this time the whole of

the western horizon was covered

with black clouds, which, owing

to some freak of the sun, became

flooded with blood-red light.

"A terrible howling, partly by

terrified passengers and partly

by the cyclone, filled the air and

the river became like the open

sea in a heavy storm. Huge

waves swept the lower deck, caus-

ing the passengers to stampede

in a panic up into the first class

quarters. The thunder was

deafening and we sailors could

barely see what we were doing

owing to the violent squalls of

rain and dazzling lightning.

"Some passengers caught up

lifebelts, but most of them, especially the women and children, thought to save themselves by

clutching railings and pillars.

"The steamer rocked as though

she was a cork. The crew tried

to roll up the canvas purdahs en-

closing the decks, so as to pre-

vent less obstruction to the wind,

but they had barely started when

a fierce burst of wind struck the

steamer forward and turned her

completely over on her starboard

side.

Mail Bags Lost.

There is little doubt that other

survivors will be reported during

the week, while it is practically

certain that some must have

gone straight to their village

homes and will not be heard of

again.

The death roll will, therefore

certainly never be exactly known.

It is not, even definitely, known

how many passengers there were

on board, as the ship's log went

down with her and computation

from the serial numbers of the

tickets must involve delay.

It is not known how many pas-

sengers are among the 24 per-

sons whose survival has been

established.

Williams on some suitable occasion when he is in Liverpool on the return of the Aba." They had, said Mr. Picton Jones, taken the first opportunity of carrying out their wish.

Thefeat which they commemorated was one which, he thought they would all agree, would live long in the annals of sea-history as a feat of fine seamanship, dogged perseverance, and a determination to win out. It was another instance, if another were needed, of the breed the sea produced, and Captain Williams proved himself a fine example. It indicated, too, that there was no decay in the moral fibre of the British people, more especially of its sailors.

Captain Williams had been in command since 1895 and had served in every branch of the company's service, including its Lagos branch service. He was now on the highest rungs of the commander's ladder, and that record of service with the addition to his laurels of that recognition, of his skilful navigation under extreme difficulties justified to the full the confidence placed in him by his owners, while his passengers and his colleagues were proud of him. (Applause.)

Captain Williams, in returning thanks, said he and his crew were only doing their duty.

Captain G. A. Cotterell (marine superintendent) paid a tribute to the Liverpool dockers who stowed the Aba. If the vessel's cargo had shifted, he said, they would have had a different tale to tell. He thought that was a good opportunity to mention how well the cargo was stowed and choked off.

A large number of villagers have been rendered homeless on either side of the river as a result of the cyclone which wrecked the Condor.

No confirmation of the rumoured loss of a European with his wife and two children has been received, pending a check of the passengers taken on at each port of call.

The ship, now lies with her funnel stuck in the river bed and 18 inches of the hull protruding from the water.

The Viceroy's Sympathy.

The Viceroy, Lord Irwin, has sent a telegram to the Governor of Bengal expressing the deepest regret at the terrible catastrophe which bereft the mail boat Condor, involving the loss of so many lives.

"I would be glad if you could convey

# P. & O. British India Apcar and Eastern & Australian Lines

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S. S.	Tons	From Hong Kong About	Destination
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KHIVA	9,135	1930 7th June Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
ALIPORE	5,273	18th June 2 p.m.	Straits, Colombo & Bombay.
RANIPURA	16,601	21st June	Bombay, Marseilles & London.
LAHORE	5,391	28th June	Marseilles, London, Hull, Hamburg & Antwerp.
KARMALA	9,128	5th July	Marseilles, London, Hull, Rotterdam & Antwerp.

\* Cargo only. † Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	1930 6th June 2 p.m.	Singapore, Penang & Calcutta.
TAKADA	6,949	21st June	Singapore, Penang & Calcutta.
TALMA	10,000	26th June	Singapore, Penang & Calcutta.
SHIRALA	7,841	5th July	Singapore, Penang & Calcutta.

TAKIWA 7,933 14th July

\* Calls Rangoon.

BI. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN &amp; AUSTRALIAN SAILINGS (South).

TANDA	6,956	1930 6th June 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th July	Port Holland, Cairns, & Zamboanga.

NELLORI 6,851 3rd Aug. \* Calls Port Holland, Cairns, &amp; Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

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The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

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The P. &amp; O. Branch Service of steamers to London via the Cape.

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## SAILINGS TO SHANGHAI &amp; JAPAN.

TALMA	10,000	1930 6th June 6 a.m.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,128	6th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	Noon	Moji, Kobe, Osaka & Yokohama.
SHIRALA	7,841	11th June	Moji, Kobe, Osaka & Yokohama.
MOREA	10,955	20th June	Amoy, Shanghai, Moji, Kobe & Osaka.
TAKIWA	7,933	23rd June	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,568	18th July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	1st Aug.	Shanghai, Moji, Kobe & Yokohama.
MANTUA	10,946	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,006	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
MAIWA	10,988	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,054	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
MOREA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	10,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAVALPINDI			

\* Cargo only. † Calls at Tsingtau &amp; Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

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Passenger for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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Steamers on London and Australian Lines are fitted with Laundry.

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## THE KWONG HIR LUNG CO. LTD.

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Estimates, tenders, etc., application.

Home News, April 1, 1924.

## PEASANTS REVOLT:

Serious Rising Against  
Russia.

## GUNBOATS' MUTINY.

Harbin, May 28. Japanese official circles here are authority for reports this morning that the mutinies of peasants in the vicinity of Vladivostok are becoming alarmingly serious.

The Chinese newspaper Kung Pao publishes a report based on information from foreign sources that Russky Island, in the harbour of Vladivostok, is in the hands of mutineers, and that the crews of the Soviet gunboats Vorovsky, Krassny and Vimpel have revolted and liberated several thousand prisoners who had been incarcerated by the Soviet authorities for several months.

Telephone and telegraphic communication between Harbin and Vladivostok was interrupted yesterday, and passengers arriving in Harbin state that the peasant revolts in the villages in the Maritime provinces are growing and that the Soviet authorities are becoming panicky due to their inability to suppress the rising.

Harbin exchange on Soviet Russia slumped seriously yesterday.

The epidemic of "spotted" typhus in Harbin continues to grow, fifteen new cases among the foreign population being reported daily. The number of cases in the Chinese community, while not reported, is thought to be even greater. Canton News Agency.

## PASSENGER LIST

## DEPARTURES

Per s.s. Empress of Russia for Shanghai, Japan and Canada on June 4:-

Major and Mrs. T. Aveling, Mrs. P. W. Humphreys, Mrs. T. Cook, Miss A. McLaughlin, J. V. Crane, Mr. and Mrs. F. M. Pindie, D. F. Warren, Capt. R. A. A. Chichester, Mr. and Mrs. B. L. Lewis, Major G. St. G. Robinson, Capt. N. A. Thorp, Mr. and Mrs. V. A. Dodge, Lt. J. Baskerville-Glegg, F. B. Parry, Mrs. W. E. Meikle, Mr. and Mrs. J. M. Henderson, Mr. and Mrs. Smith Weight, T. J. Royle, K. Kempton, E. Brooke, Mrs. T. C. Monaghan, daughter and two sons, Mr. and Mrs. B. Hewitt and daughter, Prince Aijah, Prince Chiraskaiti, Prince C. V. Husband and son, Mrs. D. J. Lewis, Mr. and Mrs. D. Moyer, Mr. and Mrs. Baldwin, Miss M. Routledge, Mr. and Mrs. L. A. Levinsular, H.S.H. Prince Prasobsi, Mrs. E. Hefford, A. P. Bungey, Mrs. J. H. Dudley and daughter, A. H. Fenwick, H. C. Gray, Mrs. E. Biscoe and son, J. E. Joseph, Miss C. Dodwell, Miss E. Dodwell, Hon. Mr. and Mrs. W. E. L. Shenton, Mrs. Wilson, Mr. and Mrs. A. R. Morley, Capt. D. R. M. Cameron, Maj.-Gen. J. W. Sandlands, C.B., C.M.G., D.S.O., Capt. V. G. Rupert, Dr. and Mrs. C. H. Elmore, M. Moraza, J. Moraza, J. L. Sison, F. Magpali, L. R. Acosta, V. Colugun, C. B. Rydell, G. Rankin, Mr. and Mrs. N. M. Cressman, K. J. Morton, Very Rev. A. Swunn, J. J. Brown, Mr. and Mrs. E. F. Wallace, J. L. Reltig, Mr. and Mrs. D. R. Jones, F.O. P. F. G. Bradley, A. G. Everett, J. F. Lunny, Mrs. M. K. King, Miss E. King, J. W. Vogeler, Mrs. Geo. Komor, Pay Comdr. S. S. C. Parson.

## WARSHIPS IN PORT

The following British warships were in harbour yesterday:-

Tamar—Basin.  
Maritz—Basin.  
Tarantula—Basin.  
Suffolk—North Arm.  
Thracian—West Wall.  
Bruce—In dock.  
Sirdar—No 12 bay.

Foreign.  
Adamastor—Portuguese cruiser.  
Holland—American gunboat.  
Hai Fu—Chinese gunboat.  
Vigilante—French gunboat.

## STEAMER'S MOVEMENTS

The B.I. s.s. Shirala left Singapore for this port on June 3, p.m. and is due here on June 9 a.m.

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TAIPING 11th July 18th July

CHANGTE 8th August 15th August

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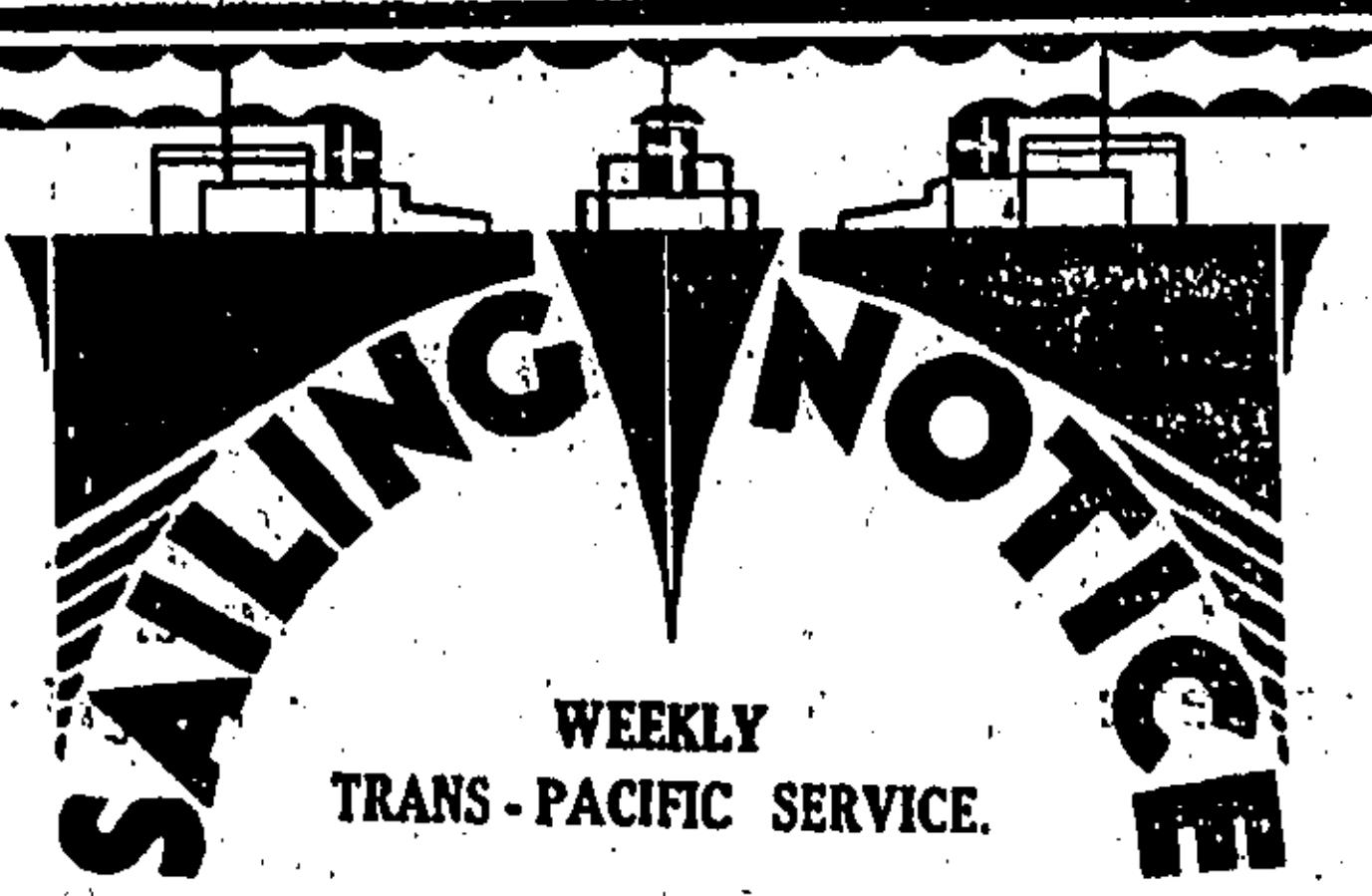
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To SAN FRANCISCO and LOS ANGELES.

The Sunshine Belt via Honolulu.

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a.m.

Pres. Grant ... Tues. June 17, 8 p.m. Pres. Jefferson ... Tues. June 10

Pres. Pierce ... Tues. July 15, 8 p.m. Pres. Madison ... Tues. July 8

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Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

a.m. Pres. Johnson ... Sun. June 15, 8 p.m. Pres. Wilson ... Sun. July 13, 8 p.m

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PRICKLY HEAT  
LOTION**

An infallible remedy, affords immediate relief and effects a speedy cure.  
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You will enjoy a Most Refreshing and Luxurious bath by using

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Household AMMONIA.**

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Keeps the skin fresh, cool and fragrant  
Counteracts the effects of perspiration  
Exercises a tonic effect on the skin  
Prevents and cures "Hong Kong Foot."

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and Kowloon Dispensary. Phone 57019.

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We Extend a Cordial Invitation to all the Ladies of the Colony to Inspect the wonderful Array of Beautiful Silks & Silk Goods that are now being offered in this Sale.

AT THE

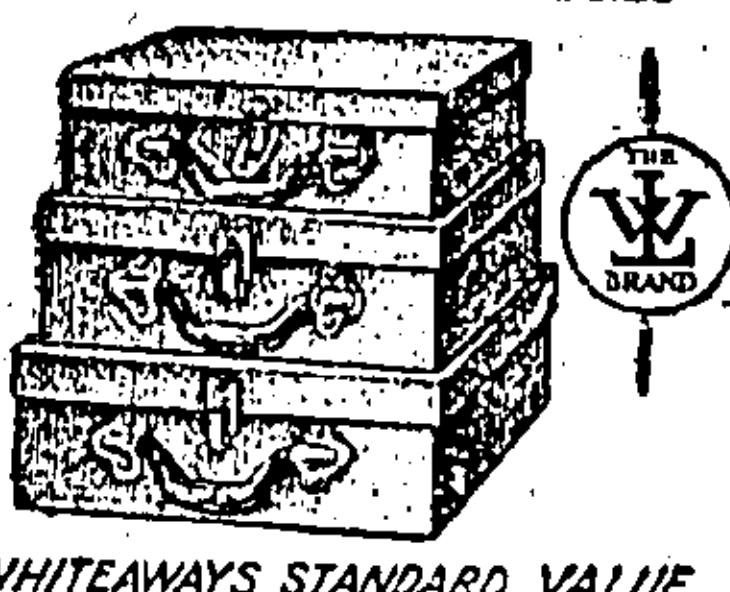
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AT  
WHITEAWAYS**

**2 WONDERFUL VALUES.**

**"THE WONDER"  
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WHITEAWAYS STANDARD VALUE

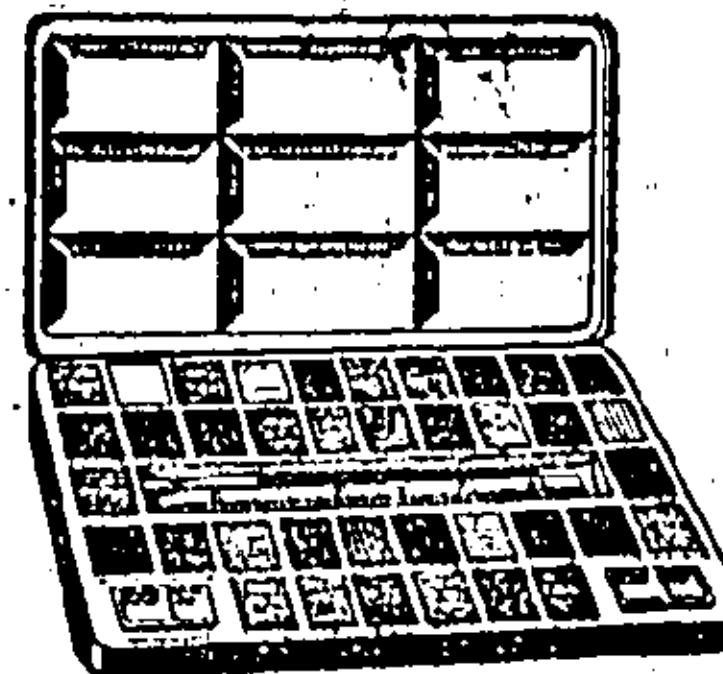
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**Overland China Mail.**

(The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$15, payable in advance.)

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Hong Kong, Thursday, June 5, 1930.

**ARE WE LAZY?**

It is difficult to feel anything but sorry for ourselves in this heat and monetary depression. No doubt many of us in the secret watches of the night tell ourselves how "sporting" we are to carry on as we do; how like pioneers with a noble mission we behave by submitting to the inevitable. Do we not rise at eight o'clock (or thereabouts), take the briefest of tiffs, and slog away at our particular task until tea time? In fact, as with everything touched by our influence in the Colony, do we not try to model our lives on those that we lead in the City, and after six, in the suburbs?

Everything in our own estimations points to our conscientiousness and efficiency. How pleasant is the world as we like to see it, and not as it really is! The truth is far from the average man's conception of it. Vanity refuses to admit of mistakes. Yet the truth is that a very large proportion of business men in Hong Kong are both indolent and unenterprising. One has only to walk into the average office to see perfect examples of laziness, especially of that form of it known as "clock watching," which at Home is only the unenviable prerogative of the office boy. We seem to have no obligations; social considerations, under the thinly-veiled guise that they are "necessary" to one's business, take precedence. If an acquaintance rings up at any hour of the day and suggests a brief meeting at the Club or at one of the local cafes or hotels,

The damage to Flycatcher No 4 has been repaired and the machine landed on H.M.S. Hermes yesterday afternoon.

The Police yesterday removed to the Foundling Hospital, Kowloon, a Chinese male baby, about two days old, which was found wrapped in swaddling white cloth on the roadside.

Shortly before midnight last night, twin babies, not more than one day old, were found abandoned outside the Italian Convent. The Police were notified and they took the twins away.

The Police have been notified that a Chinese girl named Chan Kui-nui (18) has been missing from 191 Mashed, Pak Sha Street, Cheung Chau Island, since six o'clock yesterday evening.

A report has reached the Police to the effect that between 9.30 on Tuesday June 3, and 6.15 this morning, a Klaxon horn, valued at £3 2s 9d, has been either lost or stolen from H.M.S. Suffolk.

Whon Lei Kok, a returned banhee, was charged at the Kowloon Magistracy this morning Mr. Whyte-Smith (Magistrate) said: "You have not been away very long. Banished in 1929 for ten years, you returned last year, and you got twelve months and twenty strokes of the birch. Well, this time you will get 12 months and 24 strokes of the birch."

A Whist drive is held every Tuesday at 8.30 p.m. and a dance every Thursday, at 8 p.m., at the "Cheero" Naval and Military, Canteen, City Hall. All Service men are welcomed. The Hon. Treasurer of the Ladies' Committee of the "Cheero" gratefully acknowledges a donation of \$25 from the Hon. Mr. W. E. L. Shenton, and \$20 from Mr. W. W. Hornell.

A report has been received from the Au Tau District of an armed robbery which was committed shortly after 8 o'clock on Tuesday night. The message said that six men, one of whom was armed with a revolver, while the others carried hammers and choppers, entered a hut occupied by a widow of Che Chuk-lam. After they had subdued their victim, they robbed her of money and clothing to the total value of about \$5.

**CORRESPONDENCE.**

**SUGGESTION FOR TRAMWAYS COMPANY.**

(To the Editor of "China Mail.")

Sir,—In your issue of the 2nd instant "Shareholder's" interesting suggestion for the Tramways Company to take over the China Motor Bus and Kowloon Motor Bus services in the mainland should commend itself to the immediate attention of the Directors of the Company because the acquisition of these two bus services will result in gain both to the Company and the inhabitants, in general living on the mainland as the Company should, by the addition of these bus services to the Kai Tak Bus service already owned by it, be placed in such a strong position as to enable it to maintain even better bus services throughout Kowloon at the existing fares.

As high cost of transportation will necessarily retard the development of any place, and particularly of the outlying districts of Kowloon, and as one of the Bus Companies in Kowloon has already, it is understood, obtained the sanction of the authorities to increase its bus fares in the near future, the Tramways Company should, therefore, lose no time in coming to a speedy and satisfactory arrangement with both the Bus Companies in question, and, failing this, it should approach the authorities immediately in the matter, provided that it must give the assurance that the present fare will not be increased.

Such a deal, if put through, will quite apart from the vast future prospects of these bus services, bring much more handsome returns than the Hong Kong Hotel Bus service. Yours, etc.,

In Accord.

Hong Kong, June 4.

To the Editor of "China Mail."

Sir,—Following on the editorial comments and correspondence in the "China Mail," the experience of residents along what you term "a monopolised route" this morning may be of interest.

Prospective passengers at one stopping place had to wait in the rain half an hour for a bus going to the Star Ferry. In the meanwhile three buses had passed in the opposite direction on the same route.

I cannot imagine such a "service" under the management of the Tramways Company.

Yours, etc.,

WET AND LATE.

Kowloon, June 5.

**MOTOR PERILS.**

(To the Editor of the "China Mail.")

Sir,—I read with some interest "Ford Owner's" letter of condemnation of holiday motorists. I myself spent a most enjoyable time indulging in what "Ford Owner" considers "undignified behaviour." I should like to ask the aggrieved gentleman how he would spend the time after lunch, if he did not wish to sleep? Bathing after a meal, I believe, is considered harmful; basking in the sun is also dangerous, and talking whilst others require rest might also prove harmful.

If Mrs. "Ford Owner" is of such a nervous disposition, I would suggest the purchase of the Maskee instead of "enjoying" the perilous luxury of a Ford car.

Wishing "Ford Owner" a more enjoyable week end.

Yours, etc.,

BADS.

Hong Kong, June 5.

**CIVIL WAR.**

(Continued from Page 1.)

Wang Ching-wei.

Peking, Tuesday.  
Wang Ching-wei in a wire to Chen Kung-pou states that his faith in the loyalty and patriotism of Yen Hsi-shan and Chao Pe-nin remains unchanged, that his sole desire is for the permanent peace and order of the country, and that he is not in any way seeking for political power for himself. It appears that Wang is entertaining more favourably the idea of a trip to the North.

The Human Situation.

According to a wire received from Chingsha, it is affirmed that the rumour regarding the arrival at Siangtan of the Ironsides and Kung-siites is groundless. The wire further points out that over 1,000 bandits attacked a village in the vicinity of Siangtan, and this event has been reported by sensationalists as an attack by the Ironsides.

Nanking, Tuesday.  
The Ministry of Navy has despatched the gun-boat Tsu Yu to Human for patrol work; the Kung Shing and Shun Shing to Yochow and Chenglingchi; the Tsu Tai to Chingsha; the Kiang Ching to Wukow; the Kiang Yuan and Teh Shing to the Han river.

General Tan Tao-yuan, commanding officer of the 50th Division, who lately left Canton, arrived on June 2 at Nanking. General Tan is understood to have received instructions from Marshal Chiang to concentrate his division at Kiukiang, Kiangsi, before June 6, to await further orders.

General Lu Tie-ping, Chairman of Kiangsi, has arrived at Kiangsi to direct the campaign for the interception of the Ironsides.

The inhabitants of Hunan are greatly relieved since the arrival of the reinforcements under General Hsia Tao-yen. The three regiments of the 2nd Training Division will be led by General Chien Ta-chun within a week.

Another conflicting report states that immediately upon the arrival of the Ironsides at Siangtan, Chang Fa-kwei organised a Provincial Government with himself as chairman.

The Shantung Situation.

Tsinan, Tuesday.  
Heavy fighting is reported to have taken place on the 1st between the Shensi and Shantung troops at Chowchuan and Chao-chwang on the Kiao-Tsi railway.

General Han Fu-chu is directing the operations at Salipu.

Marshal Chiang telegraphically transferred on the 1st the 46th Division under General Fan Hsia-kai to Tsinling to participate in the battle on western Shantung front.

After conferring with Yen Hsi-shan at Chingchow, General Fu Tso-yi proceeded on June 2 to Tschow to direct the offensive. Strong fortifications have been prepared in the vicinity of Tsinan by Generals Chan Tiao-yuan and Han Fu-chu — Canton News Agency.

A Danger Zone.

Peking, Yesterday.  
It is reliably reported that Han Fu-chu's troops have evacuated Yuchang and withdrawn southward of the Yellow River. The Central Government railway corps removed part of the Yellow River bridge after the withdrawal.

The American Consular authorities at Nanking have advised their nationals that the district northward between Pukow and Hauchowfu is danger zone, and have suggested that women and children, and as many men as possible, take their summer vacations earlier than usual.

They have also declared Kuling to be unsafe as a summer resort. —Reuter.

Ironsides' Success.

Shanghai, Yesterday.  
General Chang Fat-kwei's "Ironsides" are reported to have defeated the Nationalists under General Ho Chien and are expected to enter Chingsha at any moment.

All British citizens have been removed from the banks to the island.

Admiral Wainell, aboard H.M.S. Bee, is leaving for Changsha. —Reuter.

**Ten Years Ago**

(From the "China Mail," June 5, 1920.)

To-day's dollar is worth 4/- 2d.

\* \* \*

Repulse Bay has many attractions for the visitors to-day when flying exhibitions will be given by the enterprising Macao Aerial Transport Co. under the able direction of Capt. Rico.

Many Chinese ladies and gentlemen will be taken up as passengers. His Excellency the Governor will also go up for half an hour. The exhibition will continue until to-morrow afternoon.

## SKINNED ALIVE.

Youth's Way of Killing a Duck.

## A GIGGLING CROWD.

How a Chinese ruthlessly skinned a duck alive was told to the Kowloon Magistrate this morning by Sanitary Inspector Roylance, when an assistant staff officer of the Kun Chung Market was charged with gross cruelty.

Defendant pleaded: "The bird was dying. I tried to cut its throat, but I could not do that properly, so I cut down its back."

## FELL ON ITS BACK.

Sanitary Inspector Roylance said: "At 11.15 a.m. yesterday I saw a crowd of Chinese laughing and giggling on the footpath outside the Kun Chung Market, Shanghai Street. I saw the defendant with his feet on the back of the duck's neck, with a woman holding its wings, and he was skinning it alive. It died soon after. I looked to see if the throat had been cut, but it had not."

## Too Old For Caning.

His Worship remarked that the defendant's excuse might have been a good one, but he could not understand why it was that he was in such a hurry to do it. He added that the defendant being 16 years of age, was too old for a beating, otherwise he would certainly have ordered a caning.

Inspector Marks intimated that defendant was on \$25 bail.

His Worship: (to defendant): What was the duck going to be used for?

Defendant (pertly): I wanted to eat it!

His Worship: You will be fined \$50 or one month's hard labour.

## WATER SUPPLY.

## Less Storage on the Island.

## HIGHER CONSUMPTION.

The total storage in the island reservoirs on Monday, June 2, amounted to 60,17 million gallons, showing a decrease of 25.02 million gallons during the past week. The amount collected from streams was 18.28 million gallons. The week's consumption amounted to 67.07 million gallons which included 23.77 million gallons from the Shing Mun supply.

## Position in Kowloon.

The total storage in the mainland reservoirs on Monday, June 2, amounted to 293.48 million gallons, showing a decrease of 30.81 million gallons during the past week.

The week's consumption amounted to 31.57 million gallons, not including Hong Kong supplies and 2.21 million gallons supplied to water boats at Lai Chik Kok.

The yield from the Shing Mun River and streams during the week was 26.74 million gallons.

## Storage.

The following shows the amount in storage (million gallons) on the dates named:

	Hong Kong Mainland
Apr. 22	326.38 136.81
May 6	311.72 121.65
June 3	237.90 87.96
July 17	192.75 80.51*
Aug. 8	157.79* 105.52
Sept. 5	125.18* 438.58
Oct. 7	1,878.13 467.96
Nov. 4	1,880.13 514.98
Dec. 2	1,699.58 514.64
1930	1,514.80 496.54
Jan. 6	1,279.77 458.50
13	1,235.50 450.51
20	1,188.37 438.87
27	1,145.65 432.88
Feb. 3	1,097.85 430.14
10	1,054.18 424.30
17	1,011.11 419.80
24	984.42 405.65
Mar. 3	915.10 392.04
10	872.86 388.88
17	826.17 375.50
24	792.10 379.37
31	771.09 420.65
Apr. 7	744.71 428.96
14	709.37 419.74
21	671.16 395.63
28	634.82 388.65
May 5	608.85 380.01
12	654.57 364.08
19	640.04 349.16
26	626.10 324.29
June 2	601.17 293.48

## Lowest for 1929 in Kowloon.

## Lowest for 1929 in Island.

Consumption.

The following figures show the weekly consumption (million gallons) on the dates mentioned:

	Hong Kong Mainland
Apr. 22	37.66 50.76*
May 6	35.90 42.46*
June 3	27.14 11.08*
July 1	27.21 20.71
22	25.82 22.29
Aug. 5	31.85 25.17
Sept. 2	50.89 27.62
23	53.41* 28.87
Oct. 7	54.90* 24.70
Nov. 4	54.22 23.81
Dec. 2	46.90 20.54
1930	
Jan. 6	46.91 25.83
13	45.00 24.17
20	47.10 25.47
27	47.10 25.21
Feb. 3	50.75 23.74
10	44.71 23.21
17	45.11 24.80
24	46.08 26.22
Mar. 1	48.87 26.88
10	46.71 24.89
17	47.85 26.40
24	48.84 26.26
31	50.45* 23.04

(Continued at foot of next column.)

## NAVY IN INDIA.

## British Forces Not Being Strengthened.

## MALTA'S NAVAL BASE.

Rugby, Yesterday. Mr. A. V. Alexander, First Lord of the Admiralty, stated in the House of Commons in reply to a question that the British naval forces in Indian waters had not been recently strengthened and no cruisers had been ordered from the Mediterranean to India.

Mr. Alexander, stated that no changes were contemplated in respect of the status of Malta as a naval base.—British Wireless Service.

## CLASH WITH THE POPE.

(Continued from Page 1.)

to investigate. In a document dated February 12 of this year, expressing the grateful appreciation of the British Government's intention to negotiate a concordat with the Vatican, Lord Strickland and the Maltese Ministers agreed to pledge themselves to restrain supporters from provocative utterances during the elections then approaching. The Vatican, however, refused to give in return instructions to Maltese clergy to abstain during the elections from active participation in local politics, and declared that the negotiations for the concordat were not possible while Lord Strickland remained in power. Despatches from Sir John DuCane.

"Puttin' on the Ritz."

George M. Cohan once observed that "when you're away from Broadway, you're just camping out."

And Harry Richman, one of Broadway's favourite sons, would like to point out that Mr. Cohan was misinformed.

The several months Richman spent in Hollywood during the filming of "Puttin' on the Ritz," the United Artists all-dialogue musical extravaganza now on the screen at the Queen's Theatre, made the famous singer Californian of the most virulent sort.

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## ROUND THE CINEMAS.

## Harry Richman and Broadway.

## "PUTTIN' ON THE RITZ."

George M. Cohan once observed that "when you're away from Broadway, you're just camping out."

And Harry Richman, one of Broadway's favourite sons, would like to point out that Mr. Cohan was misinformed.

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## LORD PRIVY SEAL.

## Mr. Hartshorn Succeeds Mr. J. H. Thomas.

## PREMIER'S LIEUTENANT.

London, Yesterday. The Rt. Hon. Mr. Vernon Hartshorn (Lab., Glamorgan), has accepted Mr. Ramsay MacDonald's invitation to become Lord Privy Seal in place of Mr. J. H. Thomas.

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*Sport Columns*

LEAGUE TENNIS.

Chinese Recreation Club's Successes.

FOUR MATCHES POSTPONED.

University Lose by Odd Set.

Four of the eleven matches down for decision yesterday were postponed on account of the previous rain. All these matches were in the "B" division. The Chinese Recreation Club won their two matches without the loss of a set. Their victims were the German Tennis Club in the "C" division and the Ladies' Recreation Club in the Mixed Doubles.

The R. E. S. C. were just able to beat the University in the "B" division at Pokfulam by five sets to four in a thrilling battle for the supremacy.

FULL RESULTS.

"B" DIVISION.

UNIVERSITY v. R.E.S.C.

Playing at Pokfulam, the visitors won by the odd set. The scores were:—  
L. Forster and D. K. Samy (Varsity):—  
lost to Col. Wyatt and Capt. de Linde ..... 4-6  
lost to Major Kerrich and S.M. Atkinson ..... 1-6  
beat Major Tosh and Sergt. Palmer ..... 6-0

T. K. Lien and F. Y. Khoo (Varsity):—  
lost to Col. Wyatt and Capt. de Linde ..... 5-7  
lost to Major Kerrich and S.M. Atkinson ..... 5-7  
beat Major Tosh and Sergt. Palmer ..... 7-5

HONG KONG C.C. v. U.S.R.C.

The Hong Kong Cricket Club on their own ground, defeated the United Services Recreation Club by seven sets to two. The scores were:—  
Humphreys and Wild (H.K.C.C.):—  
beat Lt. Anderson and E. Grinble ..... 8-6  
beat Capt. Etherington and Capt. Vedder ..... 10-8  
beat Major Caddell and Lt. Cape ..... 6-3

Bennett and Ride (H.K.C.C.):—  
lost to Lt. Anderson and E. Grinble ..... 2-6  
beat Capt. Etherington and Capt. Vedder ..... 7-5  
beat Major Caddell and Lt. Cape ..... 6-3

C.S.C.C. v. S.C.A.A.

Playing on their own ground, the Civil Service Cricket Club were defeated by six sets to three, the scores being:—  
J. Barrow and D. M. McDougall (C.S.C.C.):—  
lost to O. K. Lam and S. W. Wong ..... 5-7  
lost to C. S. Chan and Y. W. Lee ..... 4-6  
beat See-to Bok and C. Y. Tsu ..... 6-4

R. K. Valentine and T. Armstrong (C.S.C.C.):—  
lost to O. K. Lam and S. W. Wong ..... 4-6  
lost to C. S. Chan and Y. W. Lee ..... 4-6  
lost to See-to Bok and C. Y. Tsu ..... 3-6

CHINESE R.C. v. LADIES' R.C.

The Chinese Recreation Club defeated the Ladies' Recreation Club at Causeway Bay by nine sets to nil. The scores were:—  
Mrs. Chiu and H. Lo (C.R.C.):—  
beat Mrs. Blaiss and H. Nijhoff ..... 6-3  
beat Mrs. Fischer and H. J. Armstrong ..... 10-8  
beat Miss Rudge and T. C. Monaghan ..... 6-0

Miss Enid Lo and M. W. Lo (C.R.C.):—  
beat Mrs. Blaiss and H. Nijhoff ..... 6-2  
beat Mrs. Fischer and H. J. Armstrong ..... 6-3  
beat Miss Rudge and T. C. Monaghan ..... 6-4

Miss Gertie Lo and M. K. Lo (C.R.C.):—  
beat Mrs. Blaiss and H. Nijhoff ..... 6-3  
beat Mrs. Fischer and H. J. Armstrong ..... 6-4  
beat Miss Rudge and T. C. Monaghan ..... 6-4

LEAGUE TABLES.

The positions of the teams up to date are:—

"A" Division.

CHINESE R.C. v. GERMAN T.C.

Playing away, the German Tennis Club were easily defeated by nine sets to nil. The scores were:—  
K. K. Ip and P. F. Tsol (C.R.C.):—  
beat Schult and Precht ..... 6-0  
beat May and Neidt ..... 6-1  
beat Schmidt and Schroter ..... 6-1

Y. M. Mow and M. K. Lau (C.R.C.):—  
beat Schult and Precht ..... 6-4  
beat May and Neidt ..... 6-2  
beat Schmidt and Schroter ..... 6-1

L. F. Hon and S. W. Leung (C.R.C.):—  
beat Schult and Precht ..... 6-6  
beat May and Neidt ..... 6-2  
beat Schmidt and Schroter ..... 6-3

HONG KONG C.C. v. K.C.C.

Entertaining the Kowloon Cricket Club, the Hong Kong Cricket Club won by seven sets to two, the scores being:—  
Divett and Bradley (H.K.C.C.):—  
beat Jackson and Chubb ..... 6-8  
beat McKay and Hedley ..... 7-5

W. P. W. L. Pts.

	P.	W.	L.	Pts.
Indian R.C.	2	2	0	2
Chinese R.C.	2	0	2	2
Kowloon C.C.	1	1	0	1
Hong Kong C.C.	3	1	2	1
South China A.A.	4	1	3	1
M.B.K.	2	0	2	0

"B" Division.

CHINESE R.C. v. GERMAN T.C.

Playing away, the German Tennis Club were easily defeated by nine sets to nil. The scores were:—  
K. K. Ip and P. F. Tsol (C.R.C.):—  
beat Schult and Precht ..... 6-0  
beat May and Neidt ..... 6-1  
beat Schmidt and Schroter ..... 6-1

Y. M. Mow and M. K. Lau (C.R.C.):—  
beat Schult and Precht ..... 6-4  
beat May and Neidt ..... 6-2  
beat Schmidt and Schroter ..... 6-1

L. F. Hon and S. W. Leung (C.R.C.):—  
beat Schult and Precht ..... 6-6  
beat May and Neidt ..... 6-2  
beat Schmidt and Schroter ..... 6-3

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W. P. W. L. Pts.

	P.	W.	L.	Pts.
Chinese R.C.	7	2	0	7
Hong Kong C.C.	6	6	0	6
Club de Recreio	5	4	1	4
Craigengower C.C.	4	2	2	3
Kowloon C.C.	5	3	2	3
Hong Kong C.C.	6	3	3	3
United Services R.C.	6	2	4	2
Civil Service C.C.	6	2	4	2
South China A.A.	4	1	3	1
Nippon Club	6	1	5	1
University Y.M.C.A.	7	1	6	1

"C" Division.

CHINESE R.C. v. GERMAN T.C.

Playing away, the German Tennis Club were easily defeated by nine sets to nil. The scores were:—  
K. K. Ip and P. F. Tsol (C.R.C.):—  
beat Schult and Precht ..... 6-0  
beat May and Neidt ..... 6-1  
beat Schmidt and Schroter ..... 6-1

Y. M. Mow and M. K. Lau (C.R.C.):—  
beat Schult and Precht ..... 6-4  
beat May and Neidt ..... 6-2  
beat Schmidt and Schroter ..... 6-1

L. F. Hon and S. W. Leung (C.R.C.):—  
beat Schult and Precht ..... 6-6  
beat May and Neidt ..... 6-2  
beat Schmidt and Schroter ..... 6-3

HONG KONG C.C. v. K.C.C.

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W. P. W. L. Pts.

	P.	W.	L.	Pts.
Chinese R.C.	7	2	0	7
Hong Kong C.C.	6	6	0	6
Club de Recreio	5	4	1	4
Indian R.C.	3	3	0	3
South China A.A.	5	3	2	3
Nippon Club	4	2	2	2
Pilipino Club	6	2	4	2
Kowloon C.C.	6	1	5	1
Hong Kong I.T.C.	6	1	5	1
Civil Service C.C.	6	1	5	1
German T.C.	8	1	7	1

WIGHTMAN CUP.

London. Yesterday.

The British Wightman Cup team had been chosen as follows:

Miss John Fry, Mrs. Godfree, Mrs.

Watson, Miss Harvey, and Miss

Mudford—Renter.

THE TOURISTS AT  
LORD'S.

ADVANTAGE GAINED.

HORNIBROOK'S SPLENDID  
BOWLING.

London. Yesterday.

The Australians to-day entered on their twelfth match of the tour against Middlesex at Lord's.

The home county won the toss, and Nigel Haig decided to bat. P. M. Hornibrook proved in fine form, and had the metropolitan cricketers early in distress. Middlesex, who have not shown their real form yet, were dismissed for 103. Hornibrook had the splendid analysis of 7-42.

It is good to see that the Queen's is enjoying such success on English wickets, as it will allow C. V. Grimmett a rest from the arduous labour of days upon days of bowling. The following is a list of some of Hornibrook's most praiseworthy efforts this season:—

6-11 v. Essex.

5-38 v. Lancashire.

6-61

6-82 v. Yorkshire.

7-42 v. Middlesex.

At the close of play the Australians held an advantage of 25 with six wickets outstanding.

Scores:—

Middlesex: 103 (P. M.

Hornibrook 7-42).

Australians: 128-4.

—Reuter.

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The Hong Kong Electric Co., Ltd. Wm. C. Jark & Co., Ltd.  
and  
The General Electric Co., Ltd. Anderson Moyer & Co., Ltd.

LAWN BOWLS.  
Friendly Match Results  
in a Tie.

Playing a friendly lawn bowls match yesterday, the K.C.C. and the Sports Club tied—46 all.

Scores:—  
K.C.C. Sports Club.  
F. Goodwin P. A. Dixon  
C. J. Tacchi S. Jordan  
J. C. Lynn Hon. W. T. Southern  
A. E. Slatkstone B. W. Bradbury  
(Skip) 20 (Skip) 23  
C. Burford W. Langenstrasse  
R. E. Lindsell E. Abraham  
A. Hyde Lay C. S. Roselet  
J. Fraser L. J. Blackburn  
(Skip) 26 (Skip) 23  
46 46

football, the referee is trained to note the finer points of the game much quicker and more effectively than the average spectator."

"A sense of balance, a keen observation, the power of tact and discretion all attribute to the efficiency of a qualified referee, yet those who decry this official in all sorts of 'gymnastic language' fail to realise their own mistakes and lack of knowledge of the fundamental laws."

"The referee is the final arbiter on the game, and his decision should be respected in a sportsmanlike way by even the spectators 'playing the game.'

"Questions of off-side, penalties, and other infringements are merely a matter of circumstance and personal opinion. Difference on these points does not necessarily suggest weakness on the part of the referee, but I am quite ready to admit that on the question of the control of the game referees can be fairly criticised."

"I would appeal to the man in the crowd to understand that 'the man with the whistle' gives a conscientious decision from his point of view, and as such should be respected."

STEEL SHAFTS.  
Device Which Prevents  
the "Sting."

Golfers who have tried the steel-shafted irons have found that a topped shot stings the hands, and, especially on a cold day, that the jar is severe, said C. B. Macfarlane in a Home paper during mail week. This used to happen also in the days of the solid gutta ball.

An attempt to overcome it has been made by an American who has invented a rubber cushion which is fitted into the socket of the iron.

The cushion and the shaft are pressed in by a special machine, and after they have been forced home the socket is crimped over to exclude the air, thereby allowing the rubber to preserve its elasticity.

I have tried these clubs, and must confess that they minimise the jar and also eliminate to a large extent the somewhat harsh feel of the steel shafted iron which is fitted either direct into the socket or let into a socket of wood.

Discovered in a Foundry.

This improvement was discovered in a simple way. In a large steel foundry, where the workmen were always on the tap tap tap with steel hammers, it was found that their wrist muscles lost their "kick."

To combat this a rubber cushion was let into the hammer-head where the shaft joins, and at once the jar lessened and the workers' efficiency improved.

I hear that there is to be placed on the British market shortly a steel shaft which has all the torsion of hickory and which has practically eliminated the jar on the wrists when the ball is hit off the toe of the club.

I have not been able to test this new idea yet. It has been legalised in America where it would not have been sanctioned had there been the slightest suspicion that this type of shaft would drive further than hickory.

Horton Smith, the American who last winter in the sunshine at Florida won all the big competitions, is a great advocate of steel shafts. When he went to Britain last year to play in the Ryder Cup match, he had to use hickory, of course, as steel shafts were not legal over there then.

FOOTBALL.

The Man with the  
Whistle.

It is so easy to criticise after the event, and yet many people still fail to appreciate the responsibility, courage, and immediate decision which a referee is called upon to undertake."

He declared Mr. T. Crew (Leicester), the referee for the F.A. Cup Final, in an interview, in which he outlined the difficulties that beset "the man with whistle".

"To referee in first-class football to-day," he said, "requires not only physical fitness, but the power of self-control and mental efficiency. The spectator has a moment or two to decide only point of view, whereas the referee, from all angles, according to his position on the field of play, has to give a decision in a flash."

"Furthermore, owing to the gradual training in all the phases of

football, the referee is trained to note the finer points of the game much quicker and more effectively than the average spectator."

"A sense of balance, a keen observation, the power of tact and discretion all attribute to the efficiency of a qualified referee, yet those who decry this official in all sorts of 'gymnastic language' fail to realise their own mistakes and lack of knowledge of the fundamental laws."

"The referee is the final arbiter on the game, and his decision should be respected in a sportsmanlike way by even the spectators 'playing the game.'

"Questions of off-side, penalties, and other infringements are merely a matter of circumstance and personal opinion. Difference on these points does not necessarily suggest weakness on the part of the referee, but I am quite ready to admit that on the question of the control of the game referees can be fairly criticised."

"I would appeal to the man in the crowd to understand that 'the man with the whistle' gives a conscientious decision from his point of view, and as such should be respected."

TRAFFIC IN FEMALES.

Nanking, May 31. Mr. Wu Kai-sheng, Director in the office of the Chinese Delegation, Geneva, reports to-day that the League Commission investigating traffic in women and children will leave for China in September. — Canton News Agency.



Back At Work.

After Fever, Influenza Or  
Other Illness, Take  
Dr. Williams' Pink Pills.

They Quickly Build You Up.

People who have suffered from an attack of influenza, malaria, or other weakening disease, usually need a tonic to build up the blood, to revitalise the nerves, and to repair the damage done to the system. Such supporting treatment assists nature, shortens convalescence, and often saves weeks and months of lingering ill-health. Read this American business man's evidence of the great value of Dr. Williams' Pink Pills, the world's most famous Blood and Nerve Tonic, under such circumstances:

"Following an attack of grip last fall," says Mr. Donald Donovan, No. 1, Woodsides Street, Salem, Mass., "I was unable to get regular sleep and my system was about exhausted. My blood was thin, I lost fifteen pounds in weight, my appetite was poor, I had no strength and I was subject to chills. My father-in-law insisted on my trying Dr. Williams' Pink Pills and after I had used two bottles I noticed improvement. I continued the treatment and recovered appetite, strength and weight. I am working every day now and can recommend Dr. Williams' Pink Pills highly as a system building tonic."

Dr. Williams' Pink Pills are equally good for old and young. They are a proved remedy for anaemic conditions, digestive weakness, lost vitality in both sexes, also for those ailments only women know. Your chemist sells them but be sure and see you get the genuine; imitations and substitutes have never cured anybody.

PROMOTION FOR MR.  
G. P. DE MARTIN.

ACTING DIRECTOR OF  
EDUCATION.

MR. RALPH'S SUCCESSOR.

It is learned that Mr. G. P. de Martin, M.B.E., Inspector of English Schools in Hong Kong, has been appointed Acting Director of Education, in succession to Mr. E. Ralphs, who leaves for Australia en route to Home upon his retirement.

Mr. de Martin is a B.A. of Trinity College, Dublin, and has been connected with the Hong Kong Education Department since 1904. He became Senior Assistant Master at Queen's College in 1910, and in 1913-14 was Acting Inspector of English Schools.

In September of 1920 was appointed Headmaster of Yaumati School, and in 1924 succeeded Mr. Ralphs as Inspector of English Schools, which post he has held since.

BIG FIRE.

NATIONAL BANK OF INDIA'S  
BUILDING.

SHOPS ALSO DESTROYED.

Delhi, Yesterday. Fire last night destroyed the National Bank of India building, and a number of adjoining shops in Chaudhichowk, the biggest trading centre of the city.

The cause of the blaze is unknown.

The National Bank of India was merely a rented building, and therefore the loss is not theirs. The strong room is absolutely intact.—Reuter.

EXCHANGES

TO-DAY'S QUOTATIONS

[All Rates Nominal.]

On London—

Bank, wire ..... 1/2 %  
Bank, on demand ..... 1/2 %  
Bank, 4 months' sight 1/2 %  
Credits, 4 months' sight ..... 1/3 %

Documentary, 4 months' sight ..... 1/3 %

On demand ..... 75 1/2 %

Credits, 4 months' sight ..... 83 1/2 %

On Berlin—

On demand ..... 29 1/2 %

Credits, 60 days' sight ..... 31 1/2 %

On New York—

On demand ..... 29 1/2 %

Credits, 60 days' sight ..... 31 1/2 %

On Bombay—

Wire ..... 82

On demand ..... 82

On Calcutta—

Wire ..... 82

On demand ..... 82

On Singapore—

On demand ..... 52 1/2 %

On Manila—

On demand ..... 59 1/2 %

On Shanghai—

On demand ..... Taels 80

Dollar ..... 9 1/2 %

On Yokohama—

On demand ..... 59 1/2 %

Silver (per oz.) ..... 15 18/16

Bar Silver in Hong

Kong ..... 4 1/2 % prem. nom.

Copper Cash ..... Nominal.

Copper Cents ..... 3 1/2 % prem.

Rate of Native Inter-

est ..... 4% p.a.

Chinese Sub. Coin ..... 24% dis.

Hong Kong Sub Coin ..... 1/4% dis.

On London—

Rugby, Yesterday.

Paris ..... 123.92

New York ..... 4.85 27/32

Brussels ..... 34.815

Genoa ..... 25.125

Amsterdam ..... 12.08/9

Milan ..... 92.73

Berlin ..... 20.36

Stockholm ..... 18.10

Copenhagen ..... 18.16

Oslo ..... 18.155

Vienna ..... 34.445

Prague ..... 163 1/2 %

Helsingfors ..... 192 1/2 %

Madrid ..... 40.125

Lisbon ..... 102.25

Athens ..... 37.6

Bucharest ..... 81.8

Rio ..... 5.51/64

Buenos Aires ..... 42.13/16

BRINGING UP FATHER.

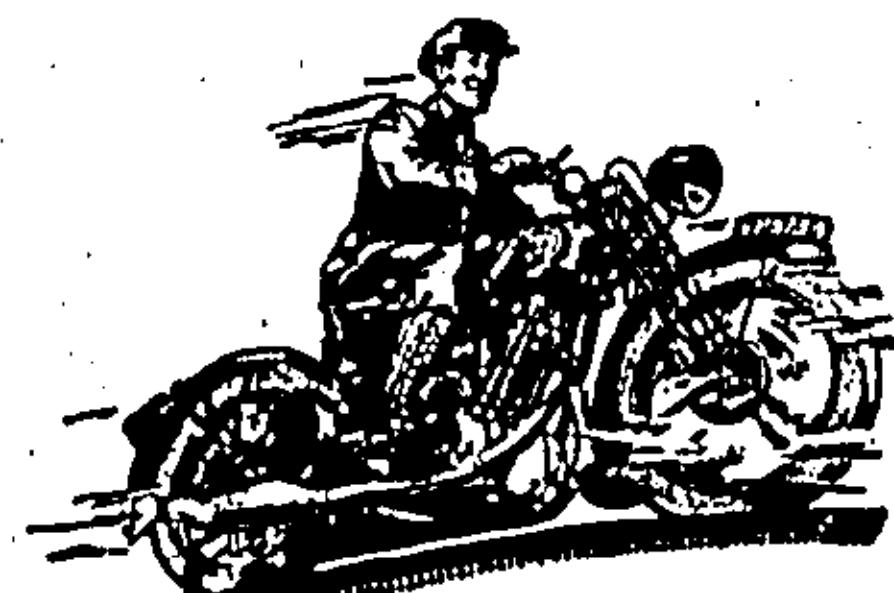
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 5th June, 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Min. year	Last dividend and when paid
<b>Banks.</b>						

# MOTORISTS THIS IS YOUR PAGE

Greater Strength—Greater Safety—  
Greater Comfort—Greater Value



RIDE ON A BACKBONE  
OF FORGED STEEL  
WHICH CHARACTERISES  
1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and Inspect the New Models in Stock.

THE SINCERE CO., LTD.  
SOLE AGENTS.

## BUYERS' GUIDE

### MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nai Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
OAKLAND.—Lane, Crawford, Ltd.  
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nai Chung Road, Happy Valley. Tel. 30228.  
PONTIAC.—Lane, Crawford, Ltd.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

### MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nai Chung Road, Happy Valley. Tel. 30228.  
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

### MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27787.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 16228.  
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

### ROUND S. AFRICA.

#### Exacting Test of British Small Car.

Many motorists in our Dominions harbour the impression that the British light car, whilst suitable enough for town work, is no use for their country roads. This was a complaint put recently to the South African agents for Singer cars, who promptly denied it and promised to prove their opinions. In order to do this, they at once organised a tour by a Singer Junior round the Union of South Africa. A Press-man went as a passenger and it was arranged that the official seal of the Mayor should be obtained at each town or city on the route.

An enthusiastic crowd bid goodbye to the pair at Durban and tied dozens of toy dogs, lions, etc., on to the car as mascots. Then began a run of nearly 3,000 miles, for the most part over roads which would deter the ordinary British motorist. Certain stretches, of course, were good, and the 36 miles from Johannesburg to Pretoria was covered in 45 minutes, the haste being due to the driver's desire to reach Pretoria before the Mayor (and his seal) ceased work for the day.

In other places, however, the conditions were appalling.

The first river encountered nearly submerged the little car, but it got through, for lengths of rubber hose leading high into the air, had been attached to exhaust pipe and to the air intake. The second river tackled had eight cars abandoned on its banks; some of them had been there for four days! In addition to fixing the hose-pipes, however, the driver and passenger of the Singer wrapped up the sparking plugs and magneto with rags saturated in grease. As the car reached the centre of the stream all that could be seen by the passenger (who presumably used a foot-bridge) was the driver's head and shoulders and the top of the windscreen. Nevertheless the crossing was made under power and without mishap.

So at last the pair reached Durban. The only trouble experienced in the whole run was a broken spring—due to an excruciating patch of road being struck when the car was travelling at 50 m.p.h. In spite of the day's delay which this entailed—for a new spring had to be made—and many other delays caused by the difficulty of finding the various Mayors and obtaining the seals and signatures, the 3,000 miles was covered in 14½ days; and this over some of the worst roads in the Union.

South African motorists, no doubt, have revised their opinions of the suitability of British small cars for their country roads!

### ROAD SIGNS.

#### Intelligible to Foreign Tourists.

Zurich, April 24. In a circular letter to the Cantonal Government, the Federal Council publish the new road traffic regulations to be observed in Switzerland. As well over a hundred thousand foreign motor-cars pass the Swiss frontiers during every travelling season, special care was taken to make the road signs as simple and as intelligible to foreign tourists as possible.

All red signs mean that roads are totally or partially blocked, whilst the best roads are indicated with blue signs. No more boards with inscriptions are to be used, as many foreigners would not understand them, and a commonly accepted international terminology does not yet exist. Entrances and exits of villages and hamlets where reduced speed is required will be marked with boards bearing the names of the localities. Signposts will be known by their white tops, and bear only the name of the nearest larger place, with the distance given in kilometres. In the cities blue boards mean "parking allowed," and blue boards with a red edge "no parking."

Dangerous curves, and crossings will still be marked as such, but other sorts of danger will not be specialised, but simply indicated by the word "danger" in red, meaning "Look out!" In order to prevent misunderstandings, no advertisements will be allowed to make use of the forms and colours of road signs.

### LIVELY PENANG.

#### Lorry Racing & Narrow Roads.

Penang, May 13.

At the meeting of the Municipal Commissioners Mr. Hogan proposed the following resolution:

"That the Commissioners view with grave apprehension the danger to life and limb as well as the damage to the roads by reason of the heavily laden motor-lorries racing both within and without the Municipal limits; that action should be taken to control the speed of motor-lorries either by a mechanical contrivance and/or representations to the C.P.O. for vigorous measures to abate the same."

Mr. Hogan said that the motion needed no introduction as they were all aware of the daily racing going on in various parts of the town. So far as motor-lorries were concerned, it was absolutely necessary to have some speed limit.

The Commissioners, while unanimously accepting the resolution, at the same time expressed the opinion that a speed limit of fifteen miles an hour should be fixed.

Mr. Hogan also moved that in the interests of the public one way traffic should be instituted in New Reservoir Road, from Mount Erskine Road to Batu Ferringhi.

Sharp Division of Feeling.

There was a sharp division of feeling on this matter, the president himself being against the motion which, however, was carried by a vote of six to five.

Mr. Hogan said that this was a Municipal road which had been built and was maintained at Municipal expense. Further, this was one of the few roads on which the public could enjoy a drive but owing to its narrowness it was dangerous to have cars crossing at the corners. Formerly the public went by Tanjong Bungah Drive, but now this road had become unsafe.

Several Commissioners spoke against the motion, stating that one-way traffic would tend to speed up and overtaking. If they desired to consider the convenience of the public they should consider the convenience of the majority and not of the few who desired to use the road as a pleasure drive. Besides, several owners who had plantations would have to make a considerable detour before getting to their land.

The president said that he would have preferred to wait and see for another six months.

### BESPOKE TAILORING

#### Firm Which Makes Cars to Order.

When a motor-car firm begins its manufacturing year, the usual procedure is, first, for its sales department to estimate the number of cars which it will be able to sell during the ensuing twelve months. "Sanctions" are then issued for the greater portion of this number and manufacture starts with a swing.

It is not generally known, however, that one of the largest British concerns has altogether dispensed with the system of "Sanctions." The Rover Company, since its re-organisation a year or so ago, has never made a car except to definite order. These orders are not of the casual type which may or may not be completed. Each one is "firm and irrevocable" and the manufacture of the car is not started until the order form is signed.

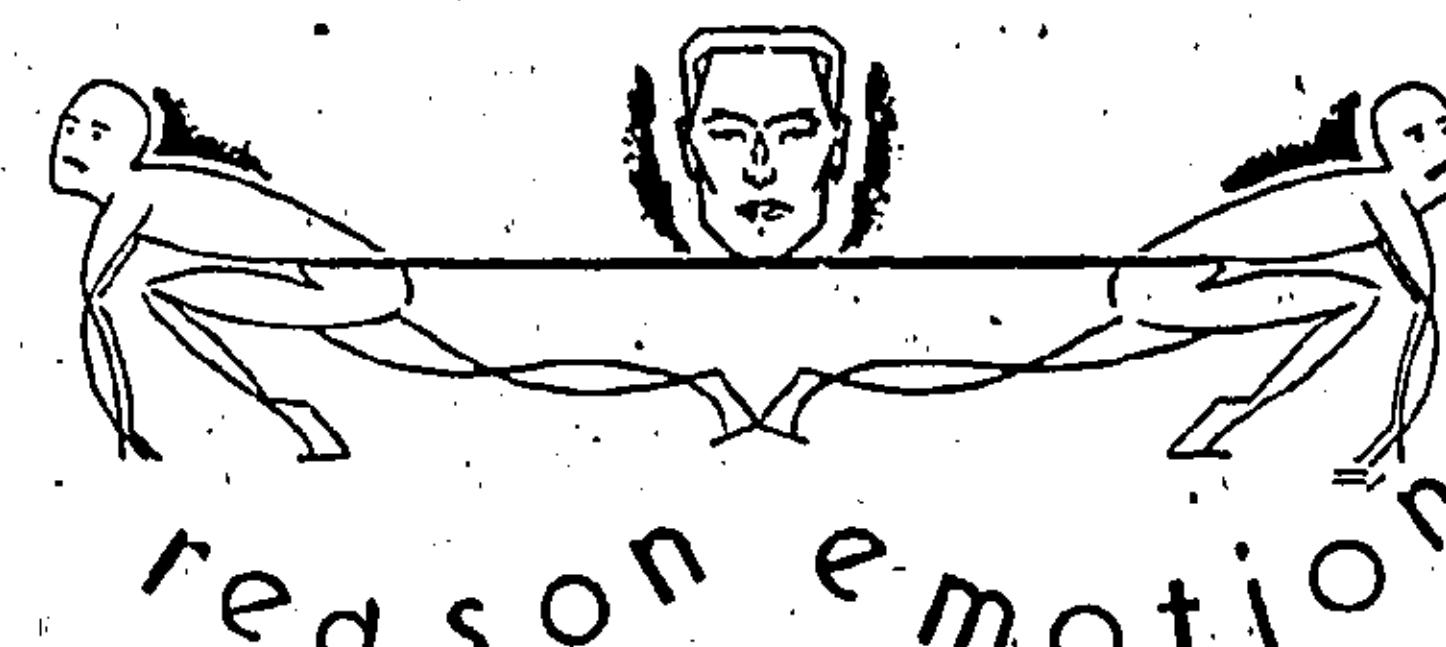
The advantages of such a system are many. In the first place, it facilitates variations from standard. But the most important advantage is that of economical production. There is no waste whatever, no "making for stock," no frantic effort to dispose of "end of season" models. The public benefits, of course, in that the cars are exceptional value for the new 20-h.p. "Meteor."

### ALL CARS REPAIRED

#### FIAT GARAGE

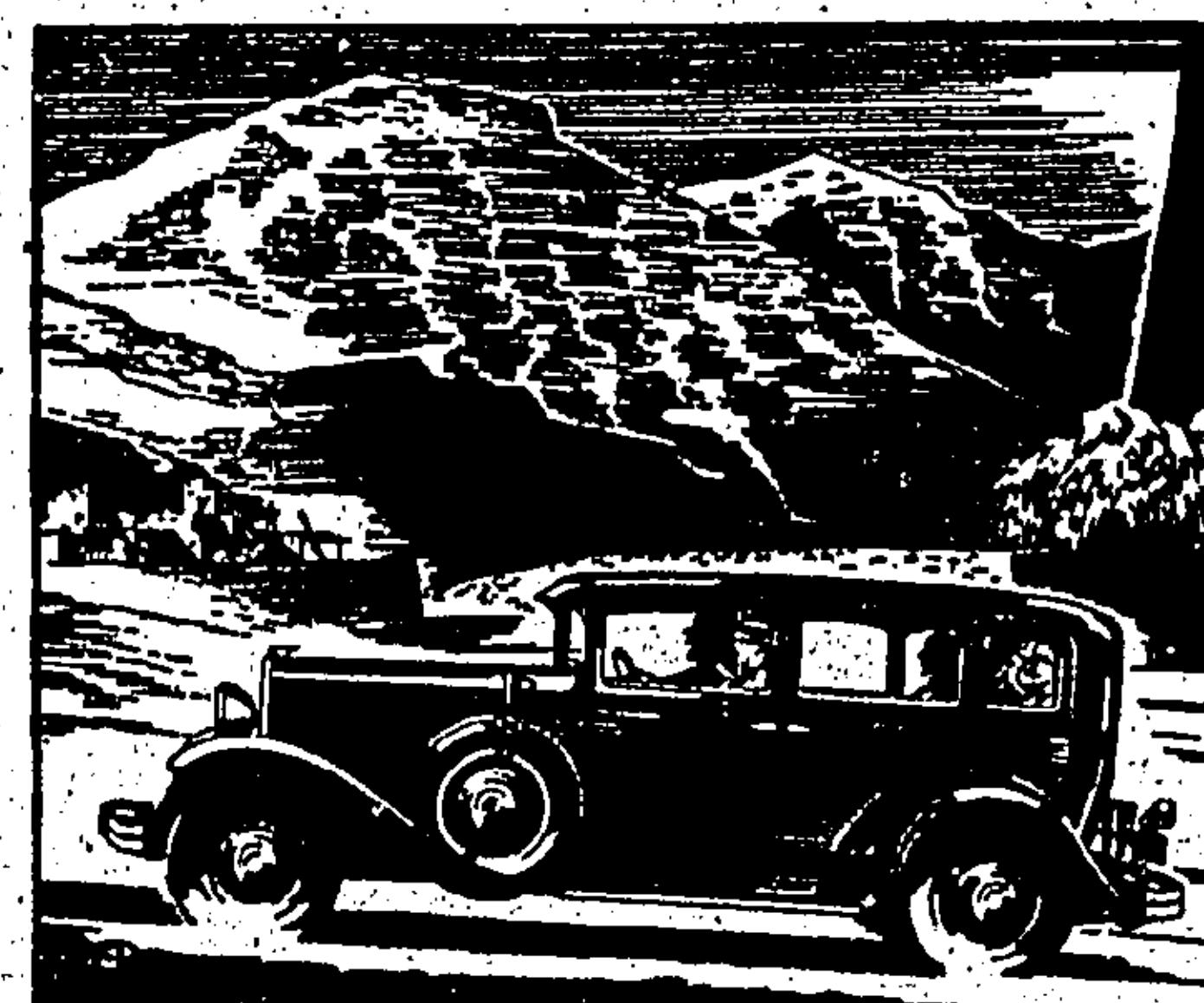
74-87B Des Voeux Rd. C.

Tel. 24011.



We know that it is useless to waste time debating the old question of whether men act from reason rather than from emotion, or the contrary. There is usually a reason behind every emotion, one that can be found if we look hard enough for it. We know that it requires little persuasion to induce a convinced person to act. So we put our effort on getting conviction, which we do with facts, and evidence and proof. Then persuasion is easy. Proof is generally most readily available in the form of documents. In our case, however, we prove by the thing itself—a trial of the correct grade of the New Gargoyle Mobiloil. This is really more than proof—it is demonstration. A trial of the New Gargoyle Mobiloil will prove to you that it is by far the most economical and efficient motorcar engine lubricant. Drain the engine's crankcase while the old oil is hot, and refill to proper level with the New Gargoyle Mobiloil—then you will appreciate the difference between a good lubricating oil and an ordinary by-product in the manufacture of gasoline and kerosene.

## Vacuum Oil Company



## THIS IS PERFORMANCE

The new Multi-Range Chryslers have brought into existence a new kind of thrilling performance—faster car speed at SLOWER engine speed; amazing acceleration and smoothness; new ease and swiftness in hill-climbing—the result of many basic engineering improvements.

Never before have you known such ease of gear-shifting—not such responsive performance. You shift gears faster—with a mere flick of the wrist—and without clashing at any speed.

These new Chryslers radiate quality—both in outward design and interior trim. Bodies are longer and wider. Headroom is greater. Truly, these are motor cars of and for today.

## MULTI-RANGE "70" "77" CHRYSLER

CHRYSLER MOTORS PRODUCTS

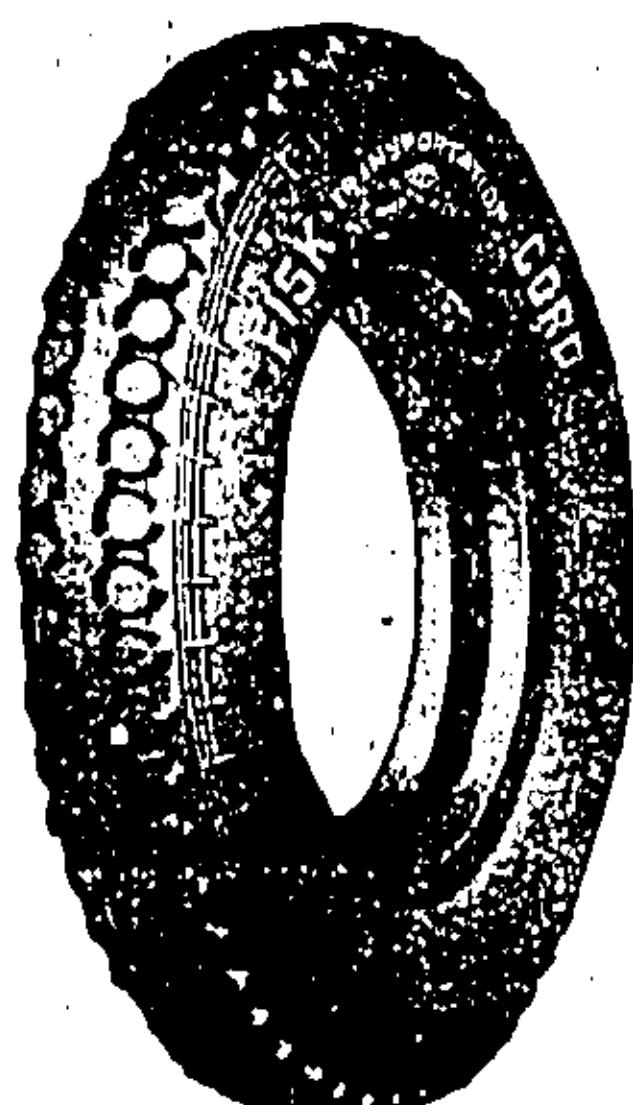
THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.



FOR SAFETY IN  
ALL CLIMES  
DRIVE ON  
FISK ALL-CORDS.



FISK RUGGED ALL-CORD  
GIVES THE UTMOST IN  
SAFE TRACTION, GOOD  
LOOKS AND LONG LIFE.



Obtainable at all Garages upon request.

Sole Distributors:  
**GILMAN & CO.**  
Tel. 28011. 4a, Des Voeux Rd. C.

#### GOLD COAST.

#### Market for Rubber Tyres.

The Gold Coast is becoming a market of increasing importance to exporters of motor-car, motor-cycle and bicycle tyres, and for the year 1928 total imports of these goods amounted to £203,285, as compared with £158,290 in the previous year. The United Kingdom, of course, has the lion's share of the trade, and in 1928 supplied £96,834 worth of tyres, this business representing an increase of nearly 22,000 as compared with 1927. Our principal competitors are France and the United States, and it should be noted that whereas French supplies of tyres declined in 1928 by about £11,000 to £55,463, supplies by the United States more than doubled at £42,896.

It is estimated by dealers in the Gold Coast that a set of tyres on trucks last, on an average, from 5,000 to 6,000 miles, while those for passenger-cars will wear from 3,000 to 5,000 miles. Most cars are owned by the natives, and overloading and continuous night and day running, combined with the poor conditions of the roads, excessive heat, and improper inflation all tend to shorten the average life of a tyre. It is considered, according to the American Trade Commissioner at Accra, that the average passenger-car in the Gold Coast requires three complete sets per year, and that the average lorry or truck needs five sets of tyres.

Nearly all the tyres sold in the Gold Coast are inch tyres, and it is interesting to note that no less than 99 per cent. of the passenger-cars in the Colony are equipped with balloon tyres, and that with the exception of an American light lorry, high pressure tyres are used on all the motor-lorries. The conservative nature of the Gold Coast native is very favourable for the maintenance of Britain's paramount position in this market. The native is the largest purchaser of motor-vehicle tyres, and when one make of tyre has satisfied him, it is almost impossible to sell him any other make, even though it is cheaper in price.

London Chamber of Commerce Journal

#### ROAD COSTS.

#### Britain Must Spend Less.

While it can hardly be denied that rapid transport is essential to the life of the modern community, it may be suggested that there is a tendency to carry the doctrine to excess in Britain. Expenditure on road works in the neighbourhood of £60,000,000 per annum is accepted almost without comment, and the prospect of further increases appears to worry no one but the motorist, who suspects that such increases may come out of his own pocket. At the present time, the only country possessing roads comparable with our own is the United States, and it need hardly be pointed out that that nation is free from the financial embarrassments which threaten to overwhelm the taxpayer in Britain. Each year, the arrival of spring stimulates a feeling of optimism in the breasts of the trade prophets, and the present year is no exception in this respect. It may be suggested, however, that the surest indication that the end of our financial troubles was in sight would be a reduction in income tax, and until this actually materialises, a diminution rather than an increase in the expenditure on highway construction might well be considered. A regular allocation of £50,000,000 per annum would ensure that our road system is in no danger of decay, while permitting a policy both of widening important traffic arteries at essential points, and constructing short lengths of new roads to form by-passes.

#### A Ruling Principle.

The allocation of funds to the most important work is, no doubt, already a ruling principle with the Ministry of Transport, and if the available money were rationed as strictly as in the case of the fighting services, it is unlikely that any particular difficulty would occur in deciding how it was to be employed to the greatest advantage of the country as a whole. Careful statistics of traffic growth at a large number of key points have been kept by the authorities for some years past, and form the subject of a report recently issued by the Ministry under the title of the Road Traffic Census, 1928. The results of a special census, taken between March, 1928, and April, 1929, are also included. The special census was taken at 24 selected points over the whole 24 hours, and at certain points the records embraced the traffic passing during each hour, day or night.

Taking the country as a whole, the approximate number of motor vehicles licensed has grown from 873,700 in 1921 to 2,036,000 in 1928, an increase of 133 per cent. in seven years. Of these, approximately four-fifths are cars taxed on horse power or motor cycles, the most rapid growth having been in the former group. It is improbable that a slight deterioration in the quality of our road surfaces would discourage more than a small percentage even of private motorists from using their cars, and, in fact, the present outcry against the conditions on the roads is directed mainly to the inconveniences arising from congestion. Actually, as brought out by the census report referred to, the latter occurs only at relatively few points, and were these centres of congestion removed by road widening or the provision of by-passes, as is already contemplated, the roads as a whole would be capable of handling the probable increases in traffic for at least a decade to come. At the present time, however, large sums of money are being expended not only in maintaining the existing high standard of surfacing, but actually improving upon it, and, as appears evident, economies must be effected, they might well be made in this direction.—Engineering.

#### REGISTRATIONS.

#### U.S. Reports Gain 8 Per Cent. Over 1928.

Reports from State registration authorities to the Bureau of Public Roads, U.S. Department of Agriculture, show a total of 26,601,443 motor vehicles registered in 1929. The States and the District of Columbia collected in licence fees, registration fees, permits fees, fines, etc., the sum of \$347,843,543.

The registration figure includes passenger automobiles, taxis, buses, motor-trucks, road tractors and trailers, and motor-cycles, and represents an increase of 2,008,819, or 8 per cent. over the 1928 figure. The total fees collected represent an increase of \$26,218,518 over the 1928 figure. After deducting \$24,505,737 for collection and miscellaneous purposes, the balance of \$323,837,706 was applied, to highway purposes: \$223,292,969 to State funds, \$66,861,364 to local funds, and \$33,183,473 to State and county bond funds.

The ten States having highest registration figures are: New York, 2,263,259; California, 1,974,341; Ohio, 1,776,614; Pennsylvania, 1,733,283; Illinois, 1,615,088; Michigan, 1,895,102; Texas, 1,848,107; Indiana, 866,715; New Jersey, 832,382; and Massachusetts, 817,704.

In percentage gain, the District of Columbia and New Mexico each show 19 per cent. Nevada reports a gain of 16 per cent. Arizona 15 per cent. and Utah, 14 per cent. Four States, Georgia, Maryland, Massachusetts, and Tennessee, each show a gain of 12 per cent. and three States, Michigan, Montana, and Texas, each report an increase of 11 per cent. California, Idaho, all available and in each case the Kentucky, New Jersey, and wire wheels are painted to match Washington each show a gain of 9 per cent.

#### ROAD TRAFFIC.

#### The Importance of Co-ordination.

Mr. H. Morrison, Minister of Transport, had a congenial task before him at the Institute of Transport dinner, when he spoke to the toast of that body. Mr. Morrison claimed that the present Government had a particularly firm grip of transport problems. Others may possibly wonder whether the firm grip is really capable of being exerted, in this or other directions.

The Minister's remarks were largely occupied with the Road Traffic Bill and with Part V, which related to co-ordination, and which he hoped ultimately to see passed. He hoped that during the present year the Royal Commission would present their final report, dealing with the co-ordination of the various forms of goods and passenger transport, and he thought the machinery the Government was establishing would have a direct bearing on any recommendations put forward by the Commission. Under the licensing system set up by Part IV of the Bill the authorities would be able to take a broad view and ensure that any system enjoying the benefit of the Nation's capital invested in roads should perform a public service of definite value, instead of being merely competitive.

It is, of course, easy to make use of such happy terms as "the co-ordination of transport." It is a very difficult matter, however, to determine how co-ordination shall be carried out. It is not easy to define the limiting conditions which shall decide whether freight, for instance, shall be hauled by road or rail, as factors difficult to appraise, such as door-to-door service, are bound to be brought forward.

Similarly with passenger traffic; although many view with disapproval the long-distance motor-bus services and consider them to be really redundant, there is no doubt that to a section of the population they are attractive, as combining transport with an outing of a kind the railways do not offer. Some regard must be given to such opinions in a country so accustomed as ours to the free enjoyment of reasonable pleasures.

The toast of "The Institute" was replied to by Sir Josiah Stamp, the President, who referred to the pleasant relations which existed between the large transport interests and the Ministry.

Sir Henry Maybury proposed "The Guests," replied to by Sir William Bragg and Sir H. Jackson, who both spoke on the modern tendency to link up commerce with science.

Sir William Bragg especially remarked upon the value of contact of men in different spheres, with one another. Such contact often led to adaptations resulting in important developments quite undreamt of in connection with a particular research. For this reason, men should accustom themselves to look at what was being done round them, and not keep altogether to their own groove.—Engineering.

#### BRITISH CARS.

#### Export Increase and Import Decrease.

In spite of the decrease of just over a thousand in the number of new motor vehicles registered during last December, as revealed in the Ministry of Transport's latest returns, the production of British cars and commercial vehicles has increased to well over a quarter of a million, according to the 1929 estimates of the Society of Motor Manufacturers and Traders.

One reason for this is the big advance in British motor exports, for during 1929 Britain's exports went up by more than £1,100,000, while imports decreased by £395,423. Although there was a slightly smaller number of new registrations at the end of the year therefore, the decrease represents a falling-off in the sales of foreign cars and there has actually been an increase in British car sales.

Another reason for the fewer number of cars bought in December is that the severity of last winter caused many prospective motor owners, anticipating similar conditions this year, to postpone buying their cars until the spring.

The total number of motor vehicles in the country is about a million-and-a-half compared with 1,307,000 in 1928, so that while there may be fluctuations in the increase from time to time the numbers are steadily growing.

It is estimated that the motor industry employs directly about 270,000 people. The export trade is improving steadily, the figures for 1929 showing an increase of 30 per cent. over those for 1928.

#### THAT HANDBOOK.

#### Cannot Be Ignored by Car Owners.

Too often, unfortunately, a motorist looks askance at the instructions concerning maintenance which are contained in the manufacturer's handbook. "Grease these parts daily," says the book, "these parts every week; check the level of oil in the gear-box and back axle every 1,000 miles." Etcetera.

Too often, also, these instructions are disregarded. At first, perhaps, the motorist executes them with meticulous care. Then the novelty fades; greasing is cut down to an irregular fortnightly operation; and the car goes on running just as well.

Yet all the time the owner is storing up trouble for himself. Squeaks and rattles appear in, due course, and this or that minor repair has to be effected at a garage. Eventually there is a heavy overhaul bill.

An example of what regular light maintenance will do came before the notice of the Singer Company recently. Over three years ago, a Coventry resident bought a Singer car and since then he has covered over 25,000 miles. The engine has never been dismantled—except for decarbonisation—and at the end of three years' running he took it into the works, merely, as a precautionary measure. The makers found that all the repairs, necessary consisted of four new scraper rings and a few minor adjustments.

None of the original tyres was replaced until 20,000 miles had been covered and two are still in use, with several months' wear left in them. In appearance, if not "indistinguishable from new," the car certainly would not be estimated at more than 12 months' old.

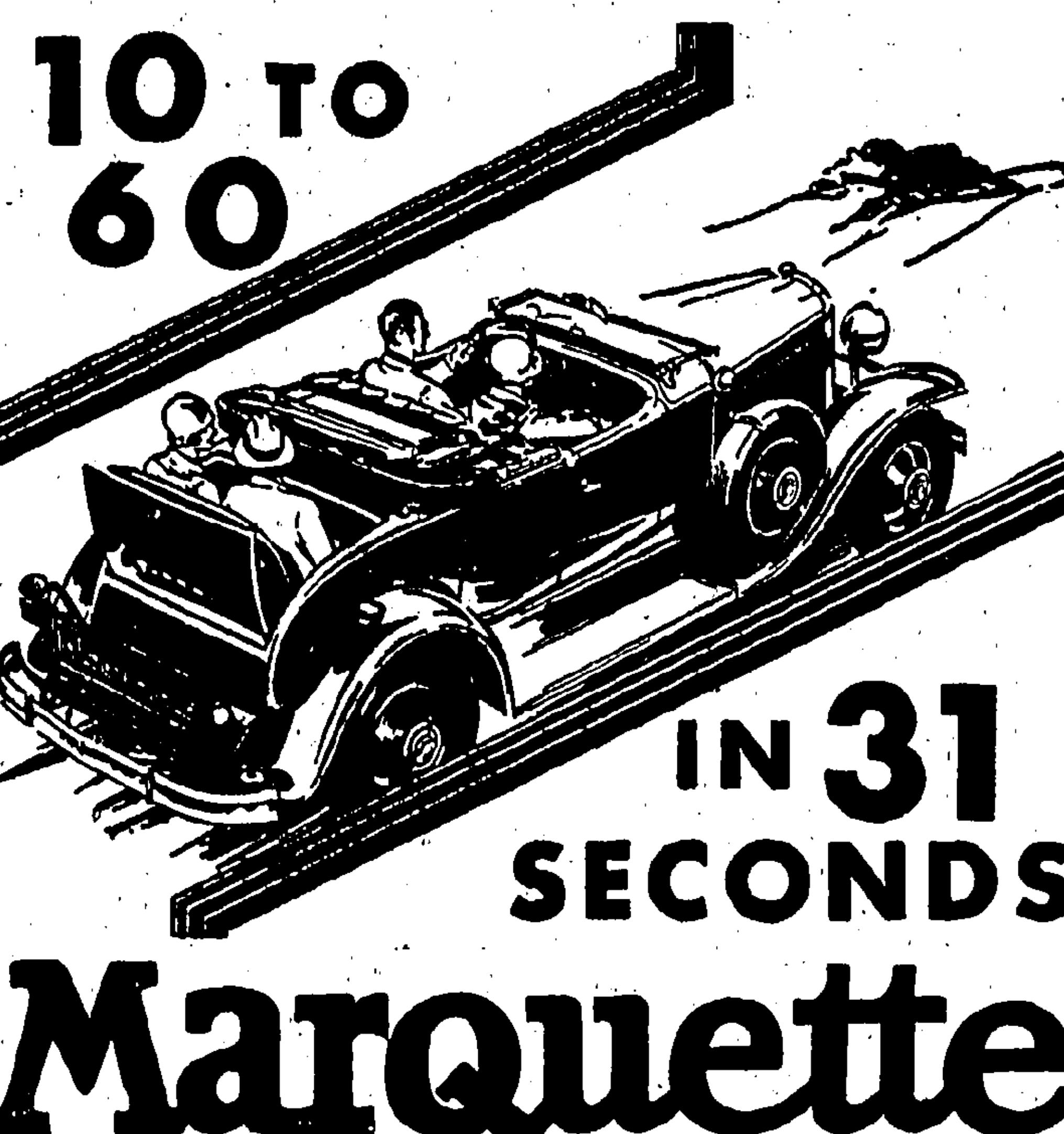
It must be pointed out that this motorist is no mechanical genius. He has done nothing to his car which could not be done by the veriest novice, for the only instruction he has given it is that prescribed in the manufacturer's handbook. Twenty-five thousand miles without trouble of any sort—and then only minor adjustments! The moral is obvious.

#### TWO NEW SINGERS.

It is announced from Coventry that two new Singer cars, described as Light Six de Luxe models (a Coupe and a Saloon), have recently been introduced.

Actually the general specification is similar to that of the standard Light Six cars. The de Luxe models, however, have a number of refinements, amongst which may be mentioned servo operated brakes, a dash board petrol gauge, a radiator thermometer, new shape louvres and a roof ventilator, a bulb horn in addition to the electric horn, rubber pads on the brake and clutch pedals, etc.

A very smart appearance is lent to the car by the use of a higher radiator and headlamps. A new range of colour schemes, too, has been standardised for the de Luxe models, one colour finish being employed in place of the two-tone scheme on the Light Six types. Black, blue, dark green, chocolate brown and dark maroon finishes are all available and in each case the contrasting colour of the waist line.



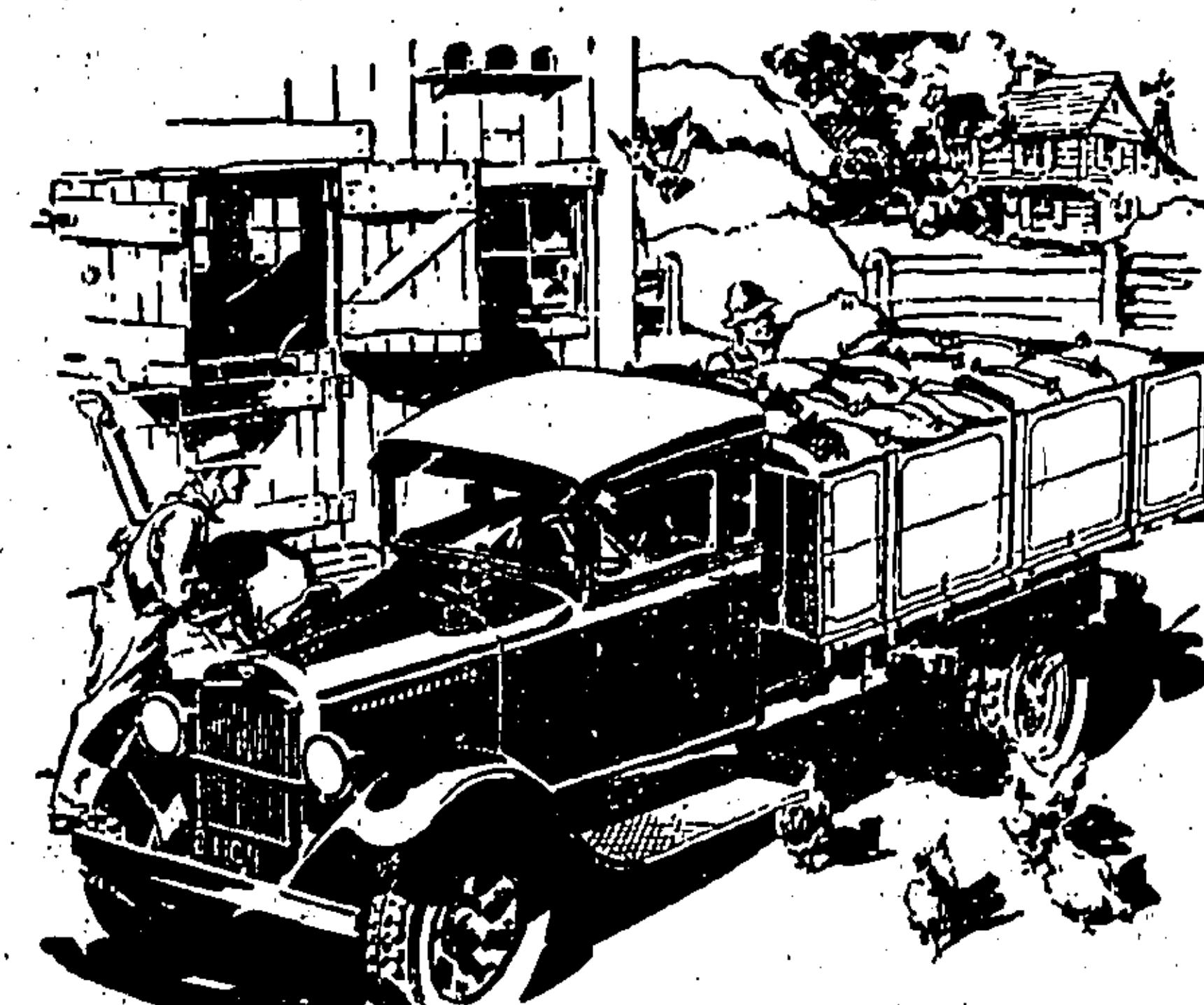
No other car in the world in the moderate-price class can match such thrilling performance—to 60 miles per hour in 31 seconds, in high. Fisher bodies expressing the best modern taste. An exclusive non-gloss windshield. Exclusive new upholstery, proof against water, dust and wear. Four Lovejoy hydraulic shock absorbers—and big Duo-Servo enclosed brakes. In every phase of performance, Marquette is entirely unmatched in its field. A marvelous flow of power sends you flying up the steepest grades in high gear. You can ride at 60 or 70 with a wonderful feeling of pleasure.

#### THE DRAGON MOTOR CAR CO., LTD

Telephone 30228.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.



#### YOU CAN'T LEAVE HAULING TO CHANCE

Successful business men never stock merchandise on chance. They never price it without consideration of cost. They never rely on chance patronage. Nor should they select their trucks by hit-or-miss methods.

Business men who own Dodge Trucks—there are many thousands of them—have taken chance out of truck selection. They have proved that Dodge Trucks possess the very qualities valued by experienced truck users... power for heavy pulling—speed for time-saving hauling—dependability to serve unfailingly—economy as consistent as it is thorough—good looks you will be proud of—comfort and ease of control for the drivers.

Consult with your Dodge Brothers dealer about the size and type of Dodge Truck that will best fit your needs. You can buy it complete with body ready for service at a price as moderate as its earning ability is high.

#### DODGE TRUCKS

CHRYSLER MOTORS PRODUCT

346

#### SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

SEND IT HOME.  
MENTAL TONIC  
"OVERLAND CHINA MAIL"  
CREAM OF THE WEEK'S NEWS  
FREE ILLUSTRATED SUPPLEMENT.  
READY TO-MORROW  
25 Cents. 25 Cents.



LONDON SERVICE.

"ANTENOR" Sails 11th June M'la, L'don, R'Dam, & Glasgow  
"DIOMED" Sails 24th June M'la, L'don, R'Dam, & Hamburg

LIVERPOOL SERVICE.

"TEHENAS" Sails 20th June Genoa, Havre, L'pool & G'ow  
"KT. COMPANION" Sails 26th July Genoa, Havre, L'pool & G'ow

PACIFIC SERVICE.

"via KOBE & YOKOHAMA"  
"TALTHYRUS" Sails 19th June Victoria, Vancouver & Seattle  
"IXION" Sails 10th July Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ELPENOR" Sails 27th June For New York, Boston & Baltimore via Suez

INWARD SERVICE.

"BELLEROPHON" Due 12th June For S'hai, Moi, Kobo & Y'hama  
"PYRRHUS" Due 16th June For S'hai, & Hankow  
"MENNON" Due 19th June For S'hai, Moi, Kobo & Y'hama

PASSENGER SERVICE.

"ANTENOR" Sails 11th June at daylight For S'pore, Mat. & L'don  
"HECTOR" Sails 18th July at daylight For S'pore, Mat. & L'don  
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passenger rates and information apply to—

Butterfield & Swire,  
Agents.

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
THURSDAY, JUNE 5.	
Europe via Suez (Letters & Papers, London, May 8 and Parcels, May 1)	Karmala
FRIDAY, JUNE 6.	
Shanghai	Khiva
U.S.A., Canada, Japan and Shanghai (Seattle, May 17) and Europe via Siberia (London, May 19)	President Grant
Java	Tjiloeboet.
SATURDAY, JUNE 7.	
Australia and Manilla	St. Albans
Shanghai and Swatow	Sunning
SUNDAY, JUNE 8.	
Shanghai and Amoy	Tjisondari.

OUTWARD MAILS

For	Per
THURSDAY, JUNE 5.	
Manila, Australia (except places North of Townsville) and New Zealand via Brisbane	Sydney Maru (Due Brisbane, June 19.)
	Registration, June 5, 4.15 p.m.
	Letters 5 p.m.
	Sanning 4 p.m.
	Ning Ching 5 p.m.
	Sui Sang 6 p.m.

Samshui and Wuchow	
Bangkok	
Amoy	
FRIDAY, JUNE 6.	
Shanghai, Japan and Europe via Siberia	Karmala 10.30 a.m.
Straits & Calcutta	Kumsang

Manila, Sandakan, Australia and New Zealand via Thursday Island	Parcels June 6, Noon
	Registration 1.45 p.m.
	Letters 2.30 p.m.
	Canton 2 p.m.
	Tenyo Maru 2 p.m.
	Hainan 2 p.m.

Haiphong	Tanda
Manila	(Due Thursday Island, June 22.)
Swatow, Amoy, and Foochow	Parcels June 6, Noon
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Registration 1.45 p.m.
	Letters 2.30 p.m.

K.P.O.	Tanda
Parcels	(Due Marseilles, July 5.)
Registration	G.F.O.
Letters	10 a.m.

	Parcels June 6, 4.30 p.m.
	Registration June 7, 9 a.m.
	Letters 10.30 a.m.

\* Superscribed correspondence only.

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# The China Mail

Thursday, June 5, 1930.  
Fifth Moon, 9th Day.

ESTABLISHED  
1845

大英六月五號 禮拜四日  
中華民國庚午年五月初九日

HONG KONG, THURSDAY, JUNE 5, 1930.

CABLE RATES.  
To Be Reduced to Level of Wireless Charges.

AMALGAMATION URGED.

London, Yesterday. Sir Basil Blackett, K.C.E., Finance Member of the Executive Council of India, addressing the Imperial Press Conference, announced that Imperial International Communications, Limited, intended to reduce the cable rates, to the level of wireless rates as soon as the Governments concerned formally approved of the amalgamation of cables and wireless in India, Australia and South Africa, and with the consummation of some of these agreements, to adopt a single routing instruction "via Imperial." —Reuter.

AMY IN SYDNEY.

Sydney, Yesterday. Miss Amy Johnson arrived here aboard a National Airways plane, and was tumultuously greeted. She is a guest of the Governor. Air Vice-Marshal Game and her own plane landed simultaneously. —Reuter.

VICEROY'S REPLY TO  
DEPUTATION.

MUSLIM'S CLAIMS NOT TO  
PASS UNRECOGNISED.

PROVINCIAL AUTONOMY.

Simla, Yesterday. To a deputation of 30 leading Punjab Muslim landowners, the Viceroy replied, welcoming their assurances of continued loyalty. Alluding to the deputation's demand for a large degree of provincial autonomy, the Viceroy gave the assurance that the just claims of Muslims in the Punjab and the important minority communities throughout the country would not pass unrecognised, notwithstanding the civil disobedience movement. The Viceroy still earnestly desired to promote a general constitutional advance, "and, if Indians like yourselves, who are prepared to cooperate with the Government toward that, can persuade your fellow countrymen of whatever creed who join you, your efforts will be of true service to your country." —Reuter.

Agitation "Dishonest."

Karachi, Yesterday. Sir Shah Nawaz Khan Bhutto, a member of the Bombay Council, who presided at a recent meeting of

(Continued at foot of next Column.)

BAND CONCERTS.

Details of the Second  
Entertainment.

RESERVED SEATS.

The first Public Band Concert organised by the Kowloon Residents' Association was so pronounced a success that a second has been arranged for Wednesday, June 11, at the same time and place—i.e., the Kowloon Football Club, from 9 p.m. to 11 p.m. On this occasion the full Military Band of the 1st Somerset Light Infantry (Prince Albert's) has been engaged, with consent of Lt.-Col. C. H. Little, D.S.O., and Officers. Bandmaster E. J. Woolcott is preparing an attractive programme of music.

It is worth calling attention to some new features which will be introduced at this concert. In the first place there will be a programme on sale, with interesting notes on each of the items, historical and explanatory, so as to help the audience to follow and appreciate the music. In the next place there will be a counter where the thirsty may refresh themselves. This will be set up on the tennis court adjoining the Club-house. It will be under the management of the Kowloon Football Club but it will be open to the public on a cash basis. The K.R.A. is greatly indebted to the Kowloon Football Club for the helpful manner in which the Club has treated the whole enterprise, facilitating the effort in every possible way.

There will be no lack of seating accommodation and both of the grand stands will be illuminated, thanks to the generous assistance of the China Light and Power Company. The chairs around the Band stand were quickly filled by the first arrivals on the previous occasion.

It has been suggested that some

patrons would like to reserve seats for themselves and their friends.

It is quite a common thing for per-

sons to make up a little dinner party with a view to attending the concert afterward, and it would be a great advantage to know that some well

placed chairs would be reserved for their company. Arrangements

have accordingly been made for a

certain number of reserved seats at

50 cents per chair, and bookings

can be made at most of the Clubs in Kowloon and at the Anderson Music Co., commencing on Saturday.

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